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NORTH CAUCASUS MD: TRAINING AND RELATED ACTIVITIES

Moscow KRA SNAYA ZVEZDA in Russian 2 Jul 80 p 2

[Article by Col Gen S. Postnikov, CIC of Red Banner North Caucasus Military District: "Effectiveness and Quality is Primary: Command Training"]

[Text] Our district personnel, like all Army and Navy personnel, greeted with enormous enthusiasm the decree of the June 1980 CPSU CC Plenum on convening the next, 26th, party congress. Competition for a worthy greeting to the upcoming Leninist party congress is assuming ever greater scope in district troops. As Comrade L. I. Brezhnev pointed out in his report at the Plenum, preparations for it assume a thorough analysis of the work which has been done, a thrifty approach to everything positive and a critical look at omissions and shortcomings. We are called upon to take a look at all spheres of Army life, including commanders' development, from that point of view.

The practice battle was in full swing. As usual, reports were coming in to regimental headquarters from the subunits. They indicated that the motorized riflemen were advancing successfully in all sectors. But soon the reports began to be delayed. It was sensed that events were not developing quite as planned. Just what happened?

After straddling mountain roads and trails and covering avenues of probable tank approach, the "enemy" set up a firm, deeply echeloned defense. The attackers had to build up efforts constantly to penetrate it, but regimental commander Maj V. Savitskiy did not have the reserves necessary for this: The motorized riflemen were advancing with insignificant forces in reserve. They had been committed just as soon as the advance subunit encountered the organized fire of artillery, tanks and antitanks weapons. As was to be expected, this did not help. The initiative shifted to the "enemy."

The episode I related generally is not typical of our everyday routine or for Maj Savitskiy, who is on the whole a growing commander. But it indicates a great deal, and above all how important it is for a commander of any rank to master to perfection the art of organizing and conducting combat on the terrain. Unfortunately, the training of far from all our officers meets the demands of modern warfare in this sense. But this is the most important element in their professional training and if they lack the ability to simulate combat, anticipate the character of enemy actions and impose their will on him, that means not all the activities we conduct with them reach their goal.

Command training... Its level largely determines troop combat readiness. People always are trained better, order is firmer and discipline is stronger where the officers' proficiency is higher and where daily attention is given to their professional growth.

I would give as an example the officers of the motorized rifle regiment which was commanded until recently by Lt Col A. Lemesev. This unit has shown stable results in combat training over a number of years, and one of the most important factors of this success is the high professional level of the subunit commanders. We saw once again in the example of this regiment how much the steadfast implementation of the principle of each superior teaching his own subordinates means for the job. It is a well-known principle tested in practice, but it is not yet followed everywhere. But here it has become a law of life. The regiment has set up strict supervision over command training in the subunits and over officers' fulfillment of socialist pledges to increase professional proficiency.

It is also typical that chiefs of combat arms and services and other specialists take part in all activities conducted in the command training system. For this reason group exercises, short tactical training problems and other classes with officers involving a practice of key points of the command training program take place instructively in the regiment. A positive point is the fact that the regimental commander himself conducted many field activities with the battalion and company commanders. A difficult situation was set up in them facilitating the officers' development of firm skills in organizing for combat.

Our command training system formed long ago. It would appear that everything here should be adjusted. Nevertheless, in examining problems of its further improvement recently in the district military council, we again saw how many problems there still were here to be resolved, and without delay.

The basis of a commander's professional development is his ideological conditioning and Marxist-Leninist training. In fulfilling requirements of the 25th CPSU Congress and the CPSU CC Decree entitled "On Further Improvement of Ideological and Political Indoctrination Work," the district military council, commanders, political entities and staff devote constant attention to increasing officers' ideological conditioning. The forms used for their political education and their independent training as a whole ensure a continuous increase in the officers' knowledge and successful mastery of Marxist-Leninist theory. At the same time, there also are reserves here. In particular, there is something to think about concerning an increase in the effectiveness of the officers' independent training. For example, the regiment commanded by Lt Col Lemesev makes extensive use of a form of work such as hearing accounts by party members at bureau and committee sessions and party meetings about an increase in their professional level. We will develop and improve such a practice and ensure that officers' self-education is the focus of attention of commanders, political entities, staffs and party organizations everywhere. It is important for officers' ideological maturity to be manifested in specific deeds and in exemplary performance of official duties. As emphasized at the Army and Navy command-political management conference, the Soviet officer is not only a military manager, but also a conductor of party policy in the Army and Navy. He is called upon to carry on organizational work in close unity with personnel indoctrination. The qualities of the officer and party member as a political fighter of the party must be displayed with special force now as we prepare for the 26th party congress.

Tactics is the pivotal discipline in the command training system. As the organizer for combat, a commander must have detailed and diversified knowledge in the field of tactics and military art, he has to master all techniques of combating the enemy to perfection, he must be able to make effective use of equipment and weapons, he must make competent and substantiated decisions, and he must control subordinates firmly and continuously.

Much time is devoted to practicing tactical matters in the units' command training plans. The training facility intended for these purposes has improved noticeably in recent years, but it cannot be said that the available opportunities are being used effectively everywhere. For example, it was learned during a recent inspection that tactical training classes with officers in one of the units were held with indulgences. Without the necessary methods skills, commanders naturally cannot create for the trainees a difficult, near-combat situation or make effective use of training time.

There is one solution here--to struggle persistently for raising the quality of command training. I would like to emphasize here that much depends on the officers themselves--on their independent work, persistence, industriousness, creative activity and purposefulness in training. It is the duty of commanders, political entities and staffs to help the officers in every possible way, to allocate the time needed for independent training, to provide them with literature and aids and to arrange qualified consultations. We make it a practice to give individual assignments, to use a system of quizzes and to give tests for raising class ratings, and this is a great benefit to the officers.

The experience of foremost units convinces us that capably arranged socialist competition of officers is one of the deciding factors for raising the quality of command training. Officers' professional development occurs faster where it really has become an inalienable part of the entire training process, including command training. Unfortunately, this is not taken into account everywhere as yet and formalism is permitted in officer competition in places. It is clear that we cannot be reconciled with this.

In my view, the problem of preparing instructors for classes held with officers holds a special place among the problems connected with increasing the quality of these classes and the effectiveness of competition. Their competency and methods proficiency determines to a decisive extent the effectiveness of command training. Nevertheless, poorly trained people often are the instructors.

In one short tactical training problem tank battalion commander Maj V. Aksenyuk received the order to act as commander of a forward detachment. In conformity with the tactical situation, the detachment's mission was to take a favorable position by a swift dash and constrain the actions of "enemy" forward subunits to support the commitment of the main body. This is what the battalion commander prepared for, but the class instructor changed the situation as the mission was being accomplished. Now the forward detachment was to penetrate a deliberate defense, although personnel and weapons clearly were lacking for this. The battalion thus was assigned a mission of which it was incapable and did not accomplish it at the will of the instructor and as a result of his lack of training.

Preference in command training now, when summer combat training is under way, is given to opposed forces problems and practices using authorized weapons and equipment. Practice indicates that such activities are most effective.

It was noted at the 25th CPSU Congress that the contemporary leader has to combine in himself organically a party spirit with deep competency, and discipline with initiative and an imaginative approach to matters. This requirement relates fully to military cadres. As mentioned at the command-political management conference, a sense of new things, breadth of thinking, and boldness in the posing and practical resolution of new questions of military art and an improvement in the forms and methods of indoctrinational work must be valued highly and persistently developed in Army and Navy personnel, particularly in the command-political personnel. It is difficult to overestimate the role of command training in shaping these qualities. To ensure that each activity conducted under the command training system serves to develop such qualities in officers means to raise troop combat readiness even higher.

6904

CSO: 1801

SPECIAL TROOPS: TRAINING AND RELATED ACTIVITIES

Replies to Questionnaire

Moscow KRASNAYA ZVEZDA in Russian 8 Jul 80 p 2

[Article by Col Gen Tech Trps A. Kryukov, chief of Railroad Troops: "Technical Progress and Modern Weapons: Soldiers of the Steel Mainlines"]

[Text] Today we continue publication of answers to questions which the editors asked of prominent military leaders, representatives of different branches of the Armed Forces and the combat arms.

1. What are the combat capabilities of modern armaments and military equipment and what makes their present stage of development unique?
2. What features does this introduce into the man-equipment relationship and into the character of military labor?

The success of combat operations depends largely on the timely delivery of troops, combat equipment, ammunition, fuel, rations and other supplies to front areas. The greatest effect can be achieved in movement only with the integrated use of all kinds of transportation, with a large role given to the railroads. They always are ready for mass movement, operate around the clock and have no dependence on weather conditions or time of year. All this permits movement for the complete mobilization and forward movement of troops and supports maneuver in conducting armed warfare in several theaters of military operations.

At the same time, the possibilities for disabling lines of communication not only in front areas, but in the depths of the country as well, increase immeasurably with the appearance of nuclear missiles. The destruction of junctions, stations, bridges over large water barriers, transshipment areas and other important installations may dismember a railroad network into individual isolated lines and thus prevent the through movement of trains.

The roads consequently have to be restored at high tempos both in the frontline zone, in order to keep up with advancing forces, and in the rear. Railroad troops are called upon to accomplish these missions. They naturally have to possess high

production capacities, achieved primarily through outfitting with new equipment and structures.

Our troops' technical outfitting is being done at the level of the latest achievements of scientific-technical progress, and this is understandable. Today even those capacities we had during the Great Patriotic War--and they permitted military railroad personnel, together with MPS [Ministry of Transportation] organizations to restore 117,000 km of lines, more than 15,000 bridges with a total length of 300 km, 75,000 km of communications lines, thousands of water supply points, dozens of tunnels and so on--clearly would be insufficient.

The technical aspect of the railroad troops and the technology and organization for restoring tracks have changed radically in postwar years. At the present time our units are strictly specialized and provided with equipment permitting not only full-scale mechanization of restoration processes, but even the automation of some of them.

The troops now have modern excavating machines and mechanisms, mobile power generators, large-capacity vehicles, tractors and cranes. They have special sets of bridge and track equipment distinguished by high productivity, maneuverability, reliability and versatility. Some of the vehicles operate as part of systems in automatic and semiautomatic modes and have remote control, electronic devices and hydraulic drives.

What is the bridge reconstruction complex, for example? It consists of high-capacity pile-driving equipment, bridge cranes, a mobile plant for making prefabricated pier structures, and units for clearing river channels of demolished bridge elements. In our work we use sectional spans made of non-alloyed and alloyed steel and light alloys, sectional metal piers and trestles in our inventory, and equipment for floating bridges.

And when it is impossible to restore a demolished bridge, our subunits are capable of using modern equipment to erect a structure such as, for example, a floating railroad bridge over which trains and columns of wheeled or tracked vehicles can be passed.

Many other models of equipment in the Railroad Troops' inventory can be enumerated. In particular, they permit setting up railroad crossings over water obstacles, dry valleys and large breaches in the subgrade. The complex of tracklaying equipment includes semiautomatic units for assembling sections of track under field conditions, tracklayers, ballast-working machines, and equipment for handling rails and finishing tracks. The troops have equipment for clearing mines, obstructing and reconnoitering railroads and for restoring water supply, communications and signaling devices.

The level of mechanization of earth-moving work has reached 99 percent on the whole, while that of ballasting the tracks and for loading and unloading operations has reached 95-96 percent. Along with full-scale mechanization, reliance is placed on maximum industrialization of the construction process and on an increase in the level of prefabrication.

The transition to complexes of high-capacity machines and mechanisms and reducing the reconstruction of demolished objects such as bridges to their assembly out of elements and consolidated units made by an industrial method away from the construction site represents a qualitative leap based on the introduction of achievements of scientific-technical progress.

The more modern and complex the equipment and the larger the numbers in which it is used, the greater the importance of knowledge, schooling and the overall cultural level of all personnel. The organization of an effective interaction of man and equipment is of especially great importance for the railroad troops. Units are so saturated with equipment that every third private and NCO controls some kind of machine or mechanism. And if we add to this communications and control gear, sets of electrified and pneumatic tools, and different equipment for underwater work, metal welding and cutting and so on, then practically every railroad soldier is involved with equipment. The profession of machine operator in our units and subunits has become a more widespread and truly leading profession.

The character of military labor has changed in connection with this and demands on the professional training of all soldiers, particularly officers, have risen sharply. An officer in our troops now not only must have excellent knowledge and use of authorized equipment of his subunit and unit but, building railroad facilities in peacetime, he also must have the knowledge of a civilian engineer who is the organizer and manager of construction processes and he must know and use capably the equipment employed in the national economy, work technology, specifications, and construction standards and rules. Each of them also has to be competent in construction economics; have a good understanding of such indicators as production cost, profits, realization of construction products, and labor productivity, and in matters of accounting and reporting; and be able to use finances and physical resources rationally. All these matters are given much attention in military educational institutions and in organizing command training in the units.

Each railroad soldier is required to have a knowledge of electrical engineering, geodesy, hydraulics, automatics and telemechanics systems and so on. Mention must be made of the fact that the system of specialized training which has taken shape in the troops, based on practical work in constructing railroads in fulfillment of state planning quotas, serves to increase the professional knowledge of personnel successfully. By building actual facilities using modern equipment, structural elements and supplies, our soldiers thus constantly practice performing those actions which will be required of them in restoring frontline railroads.

The technical circles and schools of foremost experience and foremost labor methods organized everywhere and the extensive spread of tutorship are of no small importance for improving the personnel's qualifications and for mastery of related specialties...

The many-sided work aimed at raising the soldiers' technical training level is bearing fruit. The fact that the railroad troops systematically overfulfill construction and assembly work plans and their high socialist pledges is an indicator of their proficiency. The quota for four years of the 10th Five-Year Plan was completed ahead of schedule. Our units participating in construction of the Baikal-Amur Railroad won a great labor victory in 1979--the through movement of trains in a 500-kilometer line from Urgal to Komsomol'sk-na-Amure was opened a year ahead of

schedule. Like all Soviet citizens, soldiers of the steel lines are full of resolve to greet the 26th congress of their native party with new achievements in training and labor.

By perfecting their expertise in the process of building railroads, the soldiers perceive with a feeling of pride their participation in the great cause of creation and the importance of their work for strengthening the Motherland's economic and defense might.

Supply Exercise in GSFG

Moscow KRASNAYA ZVEZDA in Russian 23 Jul 80 p 2

[Article by Lt Gen A. Nosov, deputy CIC of GSFG for rear: "Troop Field Training: Logistical Mobility"]

[Text] Great Patriotic War experience convincingly indicates that the success of combat operations depends largely on the immediate rear and its survivability and mobility. The Vistula-Oder offensive operation is indicative in this sense. The maneuver of supplies and transportation was performed on an enormous scale during that operation. The following figures indicate its scope. In just a single 24-hour period of the operation, there was an average of 245 carloads of ammunition, more than 4,000 tons of fuel and some 4,400 tons of rations consumed. The rate of advance reached an average of 33 km per day and was twice that of previously planned time periods. The services of the 1st Belorussian Front rear in this operation were recognized in an order of the Supreme Commander dated 22 January 1945.

Logistical mobility acquired even greater importance in dynamic, fast-moving, contemporary combined-arms warfare, where missions of troop logistical support are considerably more complex.

Overcoming "enemy" resistance, subunits of Motorized Rifle Regiment "X" advanced swiftly into his defensive depth. It appeared success was near but, as often happens in modern warfare, the situation changed abruptly. A "nuclear" strike was delivered against the attackers. Bringing up reserves in a limited time period, the defenders undertook a counterattack from the flank. The battalion commanded by Gds Lt Col A. Utrobin was in an especially difficult situation. The companies had suffered "losses" in personnel and equipment and a large portion of ammunition had been consumed.

How could initiative be retained and the attack continued in the situation at hand? Under these conditions much depended on the schooling and cohesiveness in actions of the logistical subunit. Gds Maj I. Banchenko, deputy regimental commander for rear, received the mission of replenishing the subunits' ammunition and fuel and evacuating the "wounded" in compressed time periods. Comrade Banchenko quickly performed all necessary calculations with orientation on progressive methods of logistical support. In particular, supplies were issued in combat formations and equipment was refueled at short halts from field refueling points. Food was prepared on the move and distributed to subunits in insulated food containers.

A column of special transport vehicles was moved up from the second echelon. After making a march of many kilometers off the road, the column, headed by motor transport company commander Gds Capt A. Novozhilov, delivered the mobile stores exactly on time. Because they were stored in containers and packets, their unloading time was reduced to a minimum.

The medical service demonstrated efficiency in its work. After accomplishing a march together with second echelon subunits, the regimental medical station deployed in the immediate vicinity of a contaminated zone. The search for and collection of "wounded" was done using frontline transport (TPK's) and the special "Roza" apparatus for marking and searching for wounded. The "wounded" were given timely first aid and their evacuation was arranged.

The motorized riflemen's attack was renewed after a short breather and it was concluded successfully.

A rapid and sharp transition from one phase of combat operations to another has a direct effect on mobility of the immediate rear. For example, while logistical subunits would spend days or even weeks organizing and supporting combat in the past war, they now must keep within very limited periods of time. This means that logistical specialists and all their services must be able to foresee and prepare efficiently for the next phase of operations while supporting a previous phase.

It also must be borne in mind that movements usually will be accomplished under difficult conditions, in the presence of extensive demolition on roads, active pressure from enemy aircraft and, in case of the employment of mass destruction weapons by the opposing side, in the presence of high radiation levels.

All this sharply complicates the rear's work of uninterrupted troop support and coordination of actions of all its personnel and facilities. There is an increase in the importance of such factors as the significant increase in the amount of mobile stores, a reduction in periods of time for their issue to the troops and for receipt from depots, and the need for following closely behind attacking units. Logistical subunits essentially must be in constant movement and support units from short halts, and often directly on the move.

In connection with this, combat support of logistical subunits, the security and defense of all installations, and their survivability and defense against mass destruction weapons acquire great importance.

The modern vehicles with high offroad capabilities, the latest equipment and the various assemblies and mechanisms with which the immediate rear now is equipped, use of aircraft for transporting cargoes, and an improvement in control entities and the planning system considerably increase logistical mobility and allow providing combat subunits with everything needed under all conditions.

Foremost units of the Group of Forces have gained certain experience in practical support of tactical exercises, missile launches and flights.

In this regard I would like to return to the exercise where the regiment where Gds Maj Banchenko is deputy unit commander for rear distinguished itself. Above all, I would like to note that the precision in the rear's work here was determined by constant attention to it on the part of the regimental commander.

What is typical of the logistical subunits in this regiment? Each trip to the field is carefully prepared here. I had occasion to become familiar with activities conducted in the unit prior to the exercise. Tactical drill problems and special tactical problems were held with subunits, where the methods and techniques of operations for various categories of specialists and rear services were practiced in supporting varied combat actions. Special importance here was attached to such matters as long-distance transport of cargoes with their transfer from one echelon to another, refueling equipment by various methods and so on. The field exercise was preceded by group exercises with officers for solving problems of managing subordinate services in a complex and rapidly changing combat situation. Success was facilitated by purposeful party-political work and precisely organized competition among logistical specialists in tasks and norms.

Gds Maj Banchenko and his subordinate officers are constantly searching for new ways of bettering the norms in loading and unloading supplies and for effective use of transportation. For example, cargo handling operations are extensively mechanized in the regiment with the use of pallets, packets and containers. Methods of transferring cargoes from higher to lower echelons by exchanging standard trailers are practiced. All property is put together into packets with consideration for the dimensions of vehicular and trailer enclosures. This reduced the time for its loading and increased the amount of cargo transported on vehicles by almost 1.5 times.

Food preparation processes and timely selection of various rations also deserve attention. As noted at the All-Army Conference on Improving Troop Life, this permits a reduction in the volume of food products carried to the subunits while retaining their calorie content and taste quality. These are the factors which determined the high mobility of the regimental rear headed by Gds Maj Banchenko in the exercise and which permitted providing the subunits with everything needed in combat successfully and in compressed periods of time.

Many units in the Group of Forces could be named where questions of raising logistical mobility are handled purposefully, in strict conformity with requirements of modern warfare. For example, good experience was gained in the regiment where Gds Maj A. Stegnyy is deputy commander for rear. The work of this unit's logistical specialists is distinguished by precision, rapid processing of planning documents and calculations for logistical support, and a search for new, more effective ways for increasing the mobility of logistical subunits and services.

Firm, continuous control is one of the most important factors assuring mobility of the immediate rear and its survivability. Disruption of control and loss of communications even for a slight time threaten serious consequences in fast-moving, maneuverable, contemporary warfare. The situation may change at any moment so that the slightest delay in delivering supplies to combat subunits may lead to defeat. All this requires logistical officers, and the deputy commander for rear in particular, to have firm management skills and a comprehensive understanding of the tactical situation. Meanwhile, it sometimes occurs in practice that proper attention is not given to logistical management. Logistical officers at times do not show initiative or efficiency in compiling calculations or they are guided by obsolete data. This leads to a situation where logistical subunits move without consideration of the tactical situation or do not deploy in time for work.

For example, logistical specialists headed by Lt Col Ye. Kolosovskiy showed low mobility in a recent exercise, during which they delivered ammunition to some subunits late and repeatedly delayed in issuing food to personnel.

The reasons for these shortcomings are primarily the fact that Lt Col Kolosovskiy was deciding logistical management matters superficially, had an insufficient understanding of the situation and assigned missions vaguely to logistical subunits. Such phenomena clearly cannot be tolerated.

Along with all personnel, soldiers of logistical subunits greeted with profound satisfaction the decisions of the June 1980 CPSU CC Plenum, which generated in them a new upsurge of political and labor activeness. Competition for a worthy greeting to the upcoming 26th CPSU Congress is acquiring ever greater scope. Striving to achieve new goals in military proficiency and to gain high mobility, logistical personnel are raising their field schooling to a higher level.

6904

CSO: 1801

FAR EAST MD: TRAINING AND RELATED ACTIVITIES

Moscow KRASNAYA ZVEZDA in Russian 9 Jul 80 p 2

[Article by Arm Gen I. Tret'yak, CIC of Red Banner Far East Military District:
"A Commander's Development: Lieutenants' Stars"]

[Text] Dear editors! My son, an officer, serves in the Far East, where he requested assignment after completing military school. I supported this desire.

But recently doubts began to creep in: Perhaps it would have been better for my son to begin command service in more populated and organized places? I admit that previously I did not allow such thoughts. I went through the war and commanded a platoon at the front. My father, Oleg's grandfather, also fought and was awarded the title of Hero of the Soviet Union. There was no talk in our family about choosing an easier path. But now doubt has been generated little by little, apparently because I myself have not been in the Far East.

When I read articles in KRASNAYA ZVEZDA about the service of Far Eastern soldiers, it is as if I am meeting my son. It is especially interesting to learn how the severe conditions of the area affect young officers' development. Tell about this more often.

Respectfully,

Petr Lavrent'yevich Tsarenko.

City of Andizhan, Uzbek SSR.

In answering your letter at the editors' request, what would you like me to tell about above all, Petr Lavrent'yevich? About the fact that we have common recollections of the front? I arrived at the front from school as a lieutenant. I immediately had to take over a company and soon even a battalion. You recall that there were many "greenhorn" battalion commanders such as I at that difficult time. The war "appointed" us to high positions because we lost many of the older and more experienced officers in fierce fighting.

I keep a time-yellowed snapshot of a 20-year-old lad in lieutenant's shoulderboards standing in front of a formation in a faded white tunic and with a submachinegun pulling down on his shoulder. This was Gds Lt Mikhail Lazarev. The picture was taken when the officer was awarded the Order of Red Star. Lazarev also distinguished himself more than once in fighting later. A person of exceptional personal bravery, he was one of the best company commanders in the regiment. There were many officers in the unit similar to Lazarev.

Let's reason together, Petr Lavrent'yevich: Why did lieutenants acquire the professional qualities needed by a commander so quickly in that difficult time? I believe we will have the same answer: They were tempered by the combat situation, by constant responsibility for people, for the outcome of a specific battle and for the fate of the Motherland as a whole. And more: The frontline officers learned selflessly. They learned above all in practice, in combat and in the breaks between combat. Daily tests in very difficult situations, responsibility and labor--that is what helped the lieutenants of wartime in their command development.

The lessons of war also teach us much today. The closer a situation in which the young officer perfects his expertise is to combat, the more rapidly he acquires knowledge and experience. If an officer correctly understands his patriotic duty and his duty to the people, he will not choose an easier path or warmer or more convenient places. His chief dream in life is to serve where it is most necessary for the Motherland and where it is possible to develop one's high moral-combat qualities and become a genuine commander faster. It stands to reason that we are not just speaking about the district and about its geographic position. Success in a young officer's development is determined above all by his political maturity, by the organizational level of command training, by the attitude of senior chiefs toward the concerns and needs of young officers and by the ability of the young officer himself to subordinate everything to the interests of combat readiness and not bow his head before difficulties. But a great deal also depends on the so-called local factor.

I can assure you, Petr Lavrent'yevich, that we have all conditions in the Far East for successful command development of young officers. Your son, who expressed the desire to serve in these very parts, is not alone in the decision he made.

For example, a large group of graduates of one of the military schools came to us two years ago. Many of them, who were training otlichniki and medalists, exercise the right of choosing a military district. I recently looked into how their service was going and I admit that I was happy for the young officers. Lt Ye. Yerokhin commands a battery and senior lieutenants A. Zholobov and A. Zlobin (they were promoted in rank ahead of schedule) command companies. Platoon commander Sr Lt A. Vinokurov was awarded the "Combat Merit" medal.

I often have occasion to see subunit commanders' bold actions of initiative in tactical exercises. And this is one further confirmation of the fact that remote garrisons present particularly favorable conditions for young officers for displaying abilities and for professional growth. It stands to reason I am not at all for having a school graduate begin officer service in tents and dugouts as we had to begin at one time--it is a different time now. I simply am disposed toward people who have no fear of the so-called "depths," who are light on their feet and who realize that will and character are tempered only in a clash with hardships.

It is no surprise that even gray-haired Army veterans who have served more than just one decade have a good word for that sometimes stern school which they went through in their youth in the Far East. I recall the arrival of Hero SU Col Gen K. Provalov, whose name was given to one of the populated points of the Primor'ye, to the district troops. In the garrison where his lieutenant years had been spent, the veteran recalled with gratitude his first company commander and the platoon commanders with whom he had shared troubles and joys, giving their first and last names. He spoke with the same gratitude about service in the Far East, with its vast "training fields," varied terrain relief and complex climatic conditions.

Today's lieutenants also are proud of serving on the distant borders of the homeland. Impressions from a meeting with officers of one of the units are fresh in my mind. During an exercise tankers made a march of many kilometers in roadless spring conditions, crossed a mountain pass and won a practice battle. When it appeared to many that the exercise "program" had been exhausted and it finally was time to rest, a new mission came to fire the authorized round. The inspectors were interested in this case how an exercise of difficult character under heavy physical and psychological stresses would reflect in results of the firing.

The people needed an inspiring example as never before. The officers gave it. They fired first and fired excellently. Among them, Petr Lavrent'yevich, was your son--platoon commander Sr Lt Oleg Tsarenko, a graduate of the Tashkent Higher Tank Command School imeni Twice Hero SU Mar Armd Trps P. S. Rybalko. It is pleasant to inform you that your son enjoys good renown in the unit. The commanders take note of his industriousness, conscientiousness and constant striving for knowledge. A noteworthy event recently occurred in the life of Sr Lt Tsarenko: He became a party member.

As they say, the youth have more than enough enthusiasm, combat fervor and abilities. And we do everything to maintain the lieutenants' emotional enthusiasm and to assist them in overcoming difficulties. They always are surrounded with the concern and sympathy of senior personnel.

For example, Maj R. Maksutov's subordinates serve in a remote garrison. The climate here is severe. Torrential rains often take little taiga streams over their banks, and they flood river and stream valleys. Is it necessary to mention how much this complicates training, operation of equipment and all the vital activities of the sub-units? But you won't hear complaints here. The people work with fervor and they have a good mood.

The spiritual life of garrison personnel is meaningful and varied. It was given new impetus by the widespread preparations for the 26th CPSU Congress. A special place among the activities planned in connection with this is held by a series of lectures and discussions entitled "From Congress to Congress." It was conceived to show the grandiose transformations which were carried out under the party's direction in the Far East during the 10th Five-Year Plan. Propaganda of successes of our area's toilers, who are implementing party decisions and the instructions and recommendations given by Comrade L. I. Brezhnev during his trip in March-April 1978 through Siberia and the Far East, represents one of the directions of the work to develop the personnel's love for this remarkable area.

Normal living conditions and a constant concern for the officers' military and cultural growth also contribute to service successes. A young officers' council functions with initiative and there are regular evenings devoted to competition winners.

You know, of course, Petr Lavrent'yevich, what a high evaluation was given at the 25th party congress of the indoctrinational role of the Soviet Armed Forces. Its enormous importance was emphasized repeatedly by Comrade L. I. Brezhnev. I would like to say in this regard: Service in the garrisons similar to the one mentioned above is a genuine school of life and a school of indoctrination for the soldiers. And no small role is played here by the young officers who are closest to the personnel and whose example means an especially great deal for the privates and NCO's.

It is fully understandable that the difficulties connected with the district's climatic and other features make themselves known in one way or another. The district military council is making efforts to ensure that nothing hinders the personnel in those "difficult" garrisons in perfecting combat expertise and expanding their ideological and cultural horizons.

I know, Petr Lavrent'yevich, that your son was brought into military school by a genuine understanding of his patriotic duty and the true romance of officer service. His honest labor in his cadet years and outstanding training results indicate this, as does his desire to continue service where in his opinion it is most difficult, and where he will be able to become what he sees himself in dreams as being, the fastest--similar to officers of frontline times. I wish him success along with you.

6904

CSO: 1801

AIR FORCES: TRAINING AND RELATED ACTIVITIES

MD Commander on Training

Moscow KRASNAYA ZVEZDA in Russian 13 Jul 80 p 2

[Article by Col Gen Avn A. Babayev: "Line of Behavior"]

[Text] Fighter pilot Aleksandr Ivanovich Babayev opened his personal record to combat flights on the fronts of the Great Patriotic War as an 18-year-old youth. He fought against the Hitlerite invaders in the skies of Leningrad, Volkhov, and Soviet Zapolyar'. He personally shot down nine enemy airplanes and performed critical assignments for the command element in aerial reconnaissance and in inflicting low-flying attacks on the enemy's long range batteries. He was awarded the gold star of a Hero of the Soviet Union for his military valor.

During the postwar period, his contribution to the work of training flight personnel and to their mastery of the new jet aviation equipment has been singled out with the honorary title of "Honored Military Pilot of the USSR". Col Gen Avn A. Babayev is now the commander of aviation in the Order of Lenin Leningrad Military District.

I would probably not be mistaken if I said that the beginning of the officer biographies of those, who are now lifting swift missile carriers, powerful transport ships, or maneuverable rotary wing vehicles into the air, is quite a bit similar: A dream led these people to military aviation schools which gave them a pass to the sky. However, it is also true that the fate of these people takes shape differently. Some go at it in a lively manner, that is to say, with a sharp taking of heights; others do not conquer the desired frontiers as rapidly as they wanted.

Of course, the formation of the character features which are needed by a military man depends a lot on his individual personality qualities and capabilities. However, they are developed more successfully, the more purposeful an officer is, the stronger his ideological training is, the more tenacious and effective his search for ways to increase professional skill and instill military qualities is. In other words, the clearer his line of behavior is expressed, the more active his vital position is. Such an individual strictly collates

each of his steps with the call of the military oath and the requirements of the moral code of a builder of communism in order to perform his military duty to the party and people irreproachably and subordinate all his thoughts and actions to the interests of the motherland's defense. The service of our progressive officers and right-flank men in competition are a convincing example of this.

Several years ago, Maj V. Chislov was assigned as the commander of a fighter aviation regiment directly from the position of squadron commander. It was no accident. Even before his arrival from a military school, he had immediately attracted attention to himself because of his thirst for knowledge and self-improvement. Those who knew him as a lieutenant, could easily remember the young officer's first confident steps. With commendable zeal, he improved his flying skill and increased his ideological training equally tenaciously. He learned the art of instilling high moral-political and moral qualities in subordinates. In doing this, the author always made his conduct commensurate with service interests. He continuously experienced a sense of dissatisfaction with the results achieved no matter how considerable they seemed, and approached the adoption of creative experience creatively. Naturally, his senior comrades helped him in every way possible to master the necessary command skills. Having received a higher military education, officer Chislov now occupies a higher responsible position and sets the example of a creative attitude toward work.

It seems that everything is easy and simple -- be tenacious in military work and you will conquer any heights. However, the fact is that stimulating motives for persistence and personal zeal are dictated not by desire alone. Take, for example, the profession of a military pilot. It is complicated and extremely specific. Here, dreams "of rising into the blue sky" are generally not sufficient. It is conquered by those who really love it, who are ready to work on themselves until self-oblivion in the name of achieving the appropriate military skill, and who see a lot of strenuous work behind all this.

Annually, we accept graduates of military aviation schools into our ranks and thoroughly size them up. At times, here is what attracts attention to itself. Among the lieutenants there are those who, so to say, "burst into the sky" but who do not eagerly work on training equipment, do not try to delve into the essence of the peculiarities of aerial combat tactics, and do not adopt the experience of the best specialists. In a word, they would "only like to fly". Is it necessary to say that the path of these aviators to true skill is very long? And this does not bring any benefit to the task of improving a unit's combat readiness.

What is necessary to become a skilful aerial fighting man and an ideologically steadfast and disciplined officer who is ready to carry out his military duty? First and foremost, I would like to attribute this to two conditions -- persistent training and self-education.

I say this based on my own experience during 40 years of uninterrupted flight work. There was everything during this long journey. At one time I had to master piston fighters and three generations of supersonic missile-carrying jet aircraft. I see that the work of my flying longevity consisted primarily of purposeful labor, the love for which my senior comrades, my commander teachers, instilled in me even at the dawn of my youth as a lieutenant. By combining exactingness with concern, they taught me command wisdom and the science of winning an air war.

I always recall with deep gratitude my leader, at the time Captain Andrey Chirkov. On 23 June, the second day of the Great Patriotic War, this pilot started his personal combat record. During the morning, he -- being at readiness "No. 1" -- took off to intercept two enemy planes. He engaged in a dogfight with the enemy and having displayed high military qualities, destroyed a fascist machine during the hard fought battle. During the war years, Andrey Vasil'yevich became an ace, completed more than 400 combat flights, and shot down 18 enemy airplanes. He was awarded the title of "Hero of the Soviet Union" for his heroism and bravery.

At times, I had occasion to hear from several brother officers: as they say, that Andrey Chirkov -- he is a lucky officer. However, the thought that the constant combat companion of my courageous leader was fortunate omnipresent luck, was far from my mind. I was carried away by his industriousness and strict exactingness toward himself. When he already possessed quite a bit of combat experience, Chirkov did not cease to be persistent in polishing his flying skill and in studying the enemy's strong and weak points. The squadron commander brought home to us: "It is necessary to master an airplane to the limits of its capabilities."

Chirkov took a continuous and lively interest in every feature of an aerial dogfight waged by the regiment's pilots. However, he did not do this -- understandably -- by any means because of idle curiosity. Every battle was in its own right complicated and unique in its dynamics; the enemy was perfecting his perfidy. Therefore, the squadron commander was trying to analyze combat principles, develop his own, and constantly improve tactics.

The frontline work days were for me the first serious school for knowing people. I learned this from my senior comrades. Tempered in the fiery sky, they inspired in us, the lieutenants, confidence in our strength and raised our military spirit by their words and personal example.

Broadly erudite and inquisitive youth are now joining the formation of aerial fighting men. In connection with this, requirements are growing on indoctrinational work which must embrace a large circle of questions and be conducted particularly purposefully. It is no accident that the problems of forming young officers occupied a large place in the conference of leading army and navy command and political personnel which discussed measures to further strengthen the indoctrinational role of the Soviet armed forces. The increase in ideological training and the awareness of the troops, including officer youth, and the instilling of a sense of personal responsibility for the motherland's defense must form in the people deep inner convictions and an active vital position and contribute to the development of such qualities as faithfulness to the military oath, a sense of comradeship and collectivism, a striving for self-improvement, and implacability toward antisocial actions. It is necessary to subordinate to this important task not only discussions, lectures and other measures but also the entire tenor of our military life and daily training; one must also make maximum use of the indoctrinational power of socialist competition. It is necessary to see to it that the working out of combat training tasks contributes in the best way possible to the will and spiritual tempering of the men and develops in every possible way such military qualities as decisiveness, boldness, initiative, and combat activity.

The young officers, for example, in the excellent air squadron, which is commanded by Maj A. Tovateluzhskiy and which has earned a Lenin Diploma, are undergoing a good school of moral and combat growth. I am well acquainted with this harmonious collective where both the squadron commander, his deputy for political affairs, S. Makhonin, and the wing commanders are able to work thoughtfully with the men. Here, they pay constant attention to raising the officers' ideological training, and an atmosphere of mutual exactingness for the jet entrusted reigns in the subunit. The great deal of interested concern for the formation of officers as aerial fighting men contributes to their skilful mastery of the equipment under complicated conditions.

This event is memorable. While performing a flying assignment, Sr Lt A. Matviyenko found himself in a difficult situation when he had to land at an alternate airfield. An experienced wing commander, Captain S. Kovokin, directed the actions of his subordinate in the air. Conditions had been created so that only a cool and skilful pilot, who had mastered piloting techniques irreproachably, would be able to cope with the task which had arisen unexpectedly. Matviyenko proved himself to be such a one. The squadron collective had trained him to be this way. He completed the flight successfully, demonstrating high flying and strong-willed qualities.

The years as a lieutenant A happy, but also a critical, time for entering into the family of officers, for acquiring command experience, and for checking one's own strength. It is during this time of military growth that lieutenants require special attention and the concerned help of their senior comrades. Therefore it is necessary to be persistent in incorporating the progressive experience from training and indoctrinating young flying personnel into practices. The high enthusiasm among the troops, which has been evoked by the preparations for the 26th CPSU Congress, permits the quality and effectiveness of this work to be improved.

Interceptor Pilot Training

Moscow KRASNAYA ZVEZDA in Russian 15 Jul 80 p 1

[Article by Maj V. Samovskiy, Red Banner Central Asian Military District: "The Lieutenants Are Leaving for a Flight"]

[Text] The senior inspector pilot of the districts' aviation tore his glance from the flight planning table and turned to the squadron commander, Lt Col V. Kudrov:

"This means that a young pilot is going on the intercept in the clouds? Will he manage it?"

The squadron commander asserted: "I'll answer for him."

"Well, we will see...."

The tight wave of the jet thunder rolled over the airfield. The silver machine blazed with the afterburner flames and easily separated from the strip. Lt V.

Gruchushnikov, a military pilot thirdclass, had to intercept an "enemy" bomber which was trying to break through to an important objective under cover of the clouds. The pilot performed the combat training task successfully. The objective control material showed that the very first attack was a victorious one. At the time, other young officers -- Lts V. Dorofeyev, V. Yevtushenko, Yu. Moseyko, and Yu. Lysov, military pilots thirdclass -- also acted skilfully. They also intercepted targets in the clouds at the designated lines.

In the squadron, they are continuously concerned about improving the young aviators' aerial training and their flight training. Let us cite the following fact. Flights had been planned under simple meteorological conditions. However, the sky was unexpectedly covered with dense clouds. How could it be? In an adjacent subunit, they switched over to a version of the planning table in which flying was provided in such a case for the experienced aerial fighting men, but the lieutenants were sent to classrooms and to trainers. Kudrov acted otherwise. The night before, he had planned accompanied flights under complicated meteorological conditions for the young fliers and had reported his decision to the regimental commander.

An experienced instructional methodologist, Lieutenant Colonel Kudrov, places major stress on individual work with the young officers, and thoroughly analyzes each mistake during a flight. When they began to work on combat employment exercises in the clouds, Lieutenant Gruchushnikov made a false step. When working with the radar sight, he was distracted from observing the flight instruments. As a result, an illusion of the machine's listing and sliding was created in him. The pilot tried to "correct" the situation and, naturally, the attack did not succeed. At first, Lts Yu. Moseyko and Yu. Lysov became flustered when performing a maneuver in the clouds. Special supplementary classes on distributing one's attention during a flight were conducted with them.

Based on the recommendations of Lieutenant Colonel Kudrov, the wing commanders began to use normal flights to train the young fliers in instrument flying. Let us say that a two-seater is returning to the airfield, the instructor gives the command to raise the hood and land with the help of the radio technical equipment. If it is a flight to the zone, several tactical elements are practiced, where possible, on the way. These seemingly insignificant innovations have brought quite a bit of benefit and helped the young officers to master piloting techniques under difficult meteorological conditions more rapidly.

The exchange of progressive experience has also been arranged well in the squadron. Its publicizing has been noticeably improved by the endeavors of the squadron commander, communists, and Komsomol members; and it has become more topical. For example, formerly the discussions of the highly qualified aerial fighting men with the young officers were usually conducted in classrooms on preliminary training days. They were, if one can express it this way, too academic. Now the experts share the "secrets" of their skill during the flights, immediately after performing the assignment. During a recent tactical flight exercise, the squadron's chief of staff, Major V. Chegodayev -- a pilot firstclass-- distinguished himself. When flying under solid cloud conditions, he demonstrated outstanding tactical training and intercepted and destroyed a maneuvering target. When he had landed, the officer there and then -- by the fighter aircraft -- told the lieutenants how he had acted in the air and how he was able to intercept the experienced "enemy". Of course, the young pilots widened their arsenal of combat principles.

The following feature is typical of Lt Col V. Kudrov's work style -- he does not limit himself to searching for what is new within his own subunit; he continuously takes an interest in what is useful in the other collectives. At one time having visited the squadron which Lt Col A. Mikhaylov, a military pilot firstclass, commands, he paid attention to one item - the good mutual understanding between the pilots and the tactical control officers. This was no accident. Here, joint training sessions are conducted, and different plans are analyzed for actions during intercepts in clouds. The experience, adopted from his neighbors and rivals in competition, takes root in Kudrov. This also brings great benefit to the training of the young pilots.

The aviators of this subunit firmly maintain for themselves the reputation of right flank men in socialist competition and confirm the fame of the excellent squadron with high indicators in training and work. The fighting men are multiplying their successes in combat and political training in the competition to greet the 26th CPSU Congress in a fitting manner.

Antitank Mines From Helicopters

Moscow KRSNAYA ZVEZDA in Russian 30 Jul 80 p 1

[Article by Lt Col Yu. Gubantsev, military pilot firstclass: "Mines From Helicopters"]

[Text] During a tactical special class, helicopter pilots and engineer fighting men had to mine a terrain sector on a probable tank avenue of approach from the air. An officer from higher headquarters explained: "The subordinates of platoon commander Senior Lieutenant Vyalyov will work with the crews of the rotary wing machine". Having explained the peculiarities in the performance of the combat training missions, we then conducted a joint training session. This, as it later turned out, was beneficial.

The class began at the designated time. The terrain which had to be mined could be seen well from the flight director's tower at the range. The relief was broken up with mounds and hollows. Gusts of wind here and there raised vortical pillars of dust.

But here, the rotary winged machines appeared in the distance over a forest. Capt G. Ganyev, the deputy squadron commander, was leading the first pair, and Capt V. Kuryzin, the commander of an excellent wing -- the second. Both are firstclass aerial fighting men. Complicated assignments had been carried out by them more than once during the exercises. Captain Kuryzin, a communist, had been awarded the thanks of the USSR Minister of Defense for his high military training. Wingmen -- Capt A. Fumov and A. Antonenko -- also act confidently. Without delay they orient themselves on the leader's machine, perform maneuvers, and strictly maintain their place in the formation.

From a distance, the helicopters are barely visible against the background of the hills. However, in an actual combat situation, the enemy would not fail to use radars to detect the aerial targets and attack them. Therefore, the crews must be able to overcome the opposition of AD systems in an energetic and tactically erudite manner. They are taught this complicated art during classes and training sessions. The knowledge and skills acquired on the ground are reinforced during flights.

The input arrives by radio: "Fighters are attacking from the left and rear". The crews immediately execute an energetic maneuver and, passing over the forest, descend almost to the tops of the bushes in a swampy valley. When they approach the line for starting the mine laying which passed along the western bank of a lake formed by a landslide, the helicopter pilots assumed the assigned speed and altitude.

It was not difficult for me to picture the actions of the crew in the lead machine. The wingmen, of course, follow his example. Sr Lt Tech Serv A. Zhuravlev, the on-board technician who was bending over an open hatch, counted off and reported the flight altitude to the commander. When the assigned parameters had been achieved, the on-board technician warned: "Horizon". The pilot now had to maintain the assigned altitude over the terrain with minute accuracy.

The helicopters reached the lake. Captain Ganeyev gave the command over the intercom. "Begin mining." Sr Lt V. Vyalov began to direct the actions of the subordinates. At first glance, there was nothing complicated here.

However, there are no minor details in the laying of a minefield. Even an insignificant error in the actions of a fighting man can affect the success in carrying out the assigned task. Thus, during the joint training session which also included working on assignment elements in the air, one of the engineers made a false step in the haste. In an actual combat situation, this would have led to the formation of a break in the minefield. The engineer crews, headed by Sr Lt V. Vyalov, WO [Praporshchik] P. Grigor'yev and Jr Sgt N. Selivanov, took the error into consideration. Everyone now acted skilfully and harmoniously. The aviators and engineers managed the combat training task successfully.

During the summation of results, the commander pointed out among those who had distinguished themselves the on-board technicians: Sr Lt Tech Serv V. Tril' and Lts Tech Serv M. Moshechkov and V. Zaykin.

During the flight, they participated in the laying of the mines, reported in a timely fashion the reaching of the maximum permissible altitude and speed values to the crew commander, and watched over the maintenance of flight safety.

In performing their socialist obligations, all of our fighting men are filled with the determination to earn the title of "excellent" for the subunit during the pre-congress competition.

Combat Readiness

Moscow KRASNAYA ZVEZDA in Russian 1 Nov 80 p 2

[Article by Lt Col A. Shestakov, a regimental commander and military pilot first-class, and Lt Col A. Mironov, a deputy regimental commander for political affairs and a military navigator firstclass: "Readiness for Combat"]

[Text] During a tactical flight exercise, the crew which Col Genadiy Treznyuk commanded, was ordered to inflict a missile strike against a ground target from behind the clouds without entering the zone of operations of the "enemy's" air

defense systems. It was a complicated and critical task. The crew acted skillfully during all stages of the flight. The target was destroyed on the first attack with the first missile. Of course, this flight was a difficult test both for the commander and for the crew's navigator who had pledged to become experts. Both of them -- Col G. Treznyuk and Lt Col V. Savin -- passed this examination with honors. They were the first ones in the regiment to be awarded the high sharpshooter qualification of the aerial fighting men this year.

There are now several sharpshooter crews in the regiment. The socialist competition for their preparation has been exceeded almost twofold. Honestly speaking, we had not counted on such a result at first. However, during the course of the socialist competition we understood and firmly believed that -- based on a whole series of circumstances, especially those which touched upon the questions of further improving the quality of aerial training and on raising combat readiness -- we would be able to exceed what had been planned. We believed because each of us -- from soldier to unit commander -- perceived the collective socialist obligations to be his vital task, and was imbued with a sense of high responsibility for their unconditional and qualitative performance. Undoubtedly, the constant indoctrinational work which the commanders, political workers, and the party and Komsomol organization conducted with all categories of servicemen, had an affect on this. "Become a master of military affairs", "Help a comrade," "Each flight -- an excellent one, and for each flying shift -- an excellent result." These calls took root in the subunit's daily work not in words but in deeds, and became the standard of conduct for each aviator. This created a common attitude of responsibility for his indicators in training and for the success of a comrade, and formed an atmosphere of exactingness in the crews, teams, groups, and wings. The fighting men subordinated all their work to one thing -- raising combat readiness.

The following event occurred at the beginning of the training year. During bombing flights, a number of crews returned to the airfield with a low rating. Several had simply not carried out the assignment. It was necessary to see how the entire regiment had survived the failure of several pilots and navigators. It survived in the sense that each one tried to think up something new and more effective in the mastering of the equipment and in the preparations for the flights in order to exclude in the future even the slightest reason for such failures. It was at that time that the innovative proposal of Capt Tech Serv V. Ivanov and Sr Lt Tech Serv P. Stukan, was born. It permitted the time for hanging aerial bombs to be decreased more than twofold.

Many other specialists in the Air Force Engineer Service of the regiment also contributed quite a lot to the common struggle to raise combat readiness. For example, it is sufficient to say that about 70 rationalizer proposals have been adopted by the specialists in the technical maintenance unit during the year. The technical maintenance unit chief, Engr-Maj V. Mel'sitov (he is now being promoted to the position of deputy regimental commander for the Air Force Engineer Service); his deputy for political affairs, Capt V. Markasov; and the group chiefs have organized the conduct of adjustment operations in a new way, introduced a clear net diagram, and incorporated strict and objective criteria for evaluating the operations performed in repairing units, instruments and assemblies.

What has this given? High quality in adjustments. High dependability in the operation of the aviation equipment.

The men's high political awareness is clearly displayed in their selfless work. During the final inspection, the groups for the Marxist-Leninist training of officers and the absolute majority of the warrant officer [praporshchik], private and sergeant groups received excellent ratings.

Questions on the upkeep of equipment, on its intelligent and reliable maintenance, and on improving the technical knowledge of all the men throughout the training year were in first place in the work of the squadron commanders and the chiefs of services. The party organization exerted an active influence on their successful solution by means of its party methods.

The unit's instructional methods council and its sections provided quite a bit of help to the commander in the struggle for the flight personnel's professional knowledge and the struggle to carry out socialist obligations. Equipment, aerodynamics, tactics. This triune formula for training aerial fighting men is always at the base of the instructional methods council's activity. The flight section, which Lt Col N. Kurilo-- a military pilot firstclass and a communist -- heads, worked especially fruitfully. Before this or that flight, the commander and his deputies usually conduct short exercises on tactics. The instructional methods council members have done a lot so that this form of flight personnel training will be filled with a deep content which is useful for everyone. The chief of air, gunnery, and tactical training, Maj G. Krauchenko -- a military navigator firstclass-- displays a lot of initiative here.

What are these short exercises like? Flight personnel assemble for 15-20 minutes in a tactical classroom on the day for preliminary training. All of them have received questions on the subject of the short exercise in advance. Their content? The theoretical sections of aerodynamics, and tactics conforming to the flight assignments which must be carried out during the flying shift. No one knows who will be called upon during the short exercise. Everyone prepares. I would like to emphasize that the short exercises do not in the least substitute for classes on checking the readiness for the flights. The short exercises anticipate this check and contribute to the fact that the pilots and navigators refresh their memories and reinforce their knowledge of the equipment, aerodynamics, and tactics when preparing for the flights.

Flight crews have to perform tasks on combat employment at different aerial ranges. This is understandable. For some tasks and crews, one weather variant is needed; for others -- a different one. Some take off to launch missiles, others -- to bomb. Different ranges -- different routes. Therefore, different maps. How much time is required at times to prepare them: to glue them together, to compute the route, to plot reference points, etc.

Based on the recommendations of the instructional methods council, we now have prepared permanent maps for all the primary avenues. A crew has received the assignment to fly on a bombing mission to an area where at this time, for example, there are difficult meteorological conditions -- the map is already prepared for it. The time, which formerly was spent on drawing it up, can now be used for other, more important, purposes.

In general, the navigation service headed by Lt Col V. Savin, a military navigator sharpshooter and communist, has come forward with a whole series of initiatives during the year. For example, a contest was organized among the navigators for the title of "master of bombing strikes." It was held over the course of a number of months. Combat employment flights during several exercises were taken into account. The results of the contest were recently summed up. The best of the best, such as firstclass navigators and CPSU members, Maj V. Bakhirev and Sr Lts V. Klopov, V. Sharygin, and L. Nemchinov were the contest winners. They acted skilfully. Under any conditions -- a five.

Concerning the study of aerodynamics, we will cite only one example. During the final inspection, an experienced inspector pilot was checking a group of our pilots. All deserved excellent ratings. It is difficult to separate someone from among the firstclass crew commanders (they were all first class to a man). However, we would like to mention such pilots as Lt Col V. Kanenev and V. Kunin; Maj V. Nikitin and A. Drozdov who were recently promoted to the position of squadron commanders; officer pilots V. Bondashev, Yu. Matushkin, V. Grechukha, V. Malayev, A. Churillo, V. Novak, Yu. Synkov; and many others. They operated the powerful aviation equipment skilfully and intelligently and used its combat capabilities expertly. In a word, a training film was devoted to the experiences from Major Nikitin's flight work by the regimental movie amateurs.

The list of mature master pilots can be continued. All of them deserve the highest rating. However, this cannot delude us. If it is honestly admitted, because we have fully carried out obligations, confirmed the title of excellent regiment, and added another accident-free year to the twenty years of accident-free flight work, there is all the same much in our work with which to be dissatisfied. We are not admitting this for the sake of effect. We could have done more. What do we have in mind? Almost all the obligations, which we had adopted for the year, had been basically carried out approximately in August. Instead of setting new frontiers and strengthening organizational work, some become complacent. The men's fire began to go out, and their militant attitude to decrease. Some crews, groups and subunits even lost the positions they had won. It was during this period that discipline violations were made. It is good that in the party committee and headquarters they realized this suddenly and were able to help the men to see new prospects, goals and frontiers. We would like to say a good word here about Maj V. Antokhin, the chief of staff, and Maj P. Dvoryuk, the secretary of the headquarters party organization.

If the discussion about what we did not manage to do is continued, it is also necessary to mention the shortcomings in the publicizing of progressive experience. The thought that progressive experience must be incorporated into practices runs all through the material of the October 1980 Plenum of the CPSU Central Committee. We, it must be admitted, have mastered only the first -- the simplest -- stage in the publicizing of experience -- the publicizing of those who have distinguished themselves. We have still to master the second stage -- the summarizing of the experience of the best ones and its dissemination and incorporation.

When you analyze the reasons for this or that omission in mastering equipment, indoctrinating people, and carrying out training plans, you see that the omission,

as a rule, is the result of errors in working with the middle level indoctrinators. A crew commander, a group chief, and equivalent chiefs often are left to their own devices. This is also something to be watched in the future both by ourselves and, we think, by others....

The first snows have hit the earth. The beginning of a new training year is at hand. However, we aviators are in fact not stopping our training. The specifics of the flying service are such that breaks in flying are not permitted. The main thing is that they are not permitted in the indoctrination of the men and in their constant mobilization to achieve new frontiers in the maintenance of a unit's combat readiness.

The strongest facet of the regiment's high combat readiness and the guarantee of its new successes lie in the militant and mature party nucleus and in the ideologically convinced collective.

8802

CSO: 1801

NAVAL FORCES: TRAINING AND RELATED ACTIVITIES

ASW Ship Equipment Maintenance

Moscow KRASNAYA ZVEZDA in Russian 4 Nov 80 p 2

[Article by Capt 3d Rank A. Kuz'min, commander of the large ASW ship "Petropavlovsk": "Exactingness of Analysis"]

[Text] In summing up the results of the training year, we are, naturally, concerned with statistics. They reflect a great deal: a growth in the ranks of rated specialists and high marks for military exercises. But the most successful statistics require thoughtful and critical analysis. It is a mistake to hide the fact that at times we are subject to the influence of winning points and marks. And if they are further confirmed by an announcement that the ship is "excellent," then we consider the totaling of results to be quite a simple and clear matter.

Such a temptation could arise even on our "Petropavlovsk." But to the honor of the collective, primarily the officers and communists, a realistic policy and a strict outlook on the state of affairs have gotten the upper hand. Both in the departments and in the crew as a whole, the summing up of results has proceeded under the banner of exactingness. A reference point for us was the order of Leonid Il'ich Brezhnev about the necessity, when preparing for the 26th CPSU Congress, to approach cautiously everything that is positive and, at the same time, to take a critical look at omissions and deficiencies.

Analysis showed that our greatest advances during the past training year occurred in the sphere of assimilating equipment. The importance of such advances can be assessed on their merits when it is considered that the "Petropavlovsk" is one of our fleet's most modern ships. The mastery of its complexes and systems under the complicated conditions of oceanic navigation requires of the crew major and purposeful efforts and a strict system of operation.

I shall begin with a reminder of Navy Regulations requirement: "Eliminate quickly material defects that have been found during inspection and operation of weapons and technical equipment." Since inspections are conducted daily, the commander has a notion of the technical "health" of the ship from reports and personal impressions. But why is it observed at times, during a cruise, that various systems do not maintain the prescribed parameters?

Of course, there is no commander who would not worry while on a cruise about the accuracy of all the ship's systems. At times it comes down to sharp words to the

person in charge of the department in which a unit or an instrument has gone beyond its parameters. But for some reason, on return to the base, delays in repair do not especially disturb the commander. It turns out that concern about upkeep of the equipment has its ups and downs on some ships.

A ship is designed and built for combat, for the solution of a definite range of tactical missions. It is the crew's duty to provide for accident-free operation of the systems, units and instruments for the time period called for the specifications. Every defect in this work leads to a reduction in the ship's combat capabilities.

It is from just such a standpoint that the "Petr Pavlovsk" crew has approached fulfillment of one of the main points of its socialist commitments, which states: "Maintain the weaponry and technical equipment in model condition and in constant combat readiness." The commitments were adopted in November last year, and shortly thereafter the crew made an earnest check of its fidelity to its word. The dates of departure on a long cruise for which the ship had been prepared was shifted considerably, having been advanced, as a matter of fact, by several days. One who can visualize the actual amount of pre-cruise preparation of a large ship for extended navigation will understand that the enormous work connected with the formal acceptance of supplies and the clearing of documents takes up the lion's share of the time. If there were any significant defects in the equipment, we would hardly be able to eliminate them by the intended departure date. But the ship left for the cruise and returned from it with all mechanisms and systems kept in operation. The combat-training missions of the cruise were solved successfully, with good quality, and the electromechanical department (BCh-5) under Engr-Capt 3d Rank V. Korneyev emerged as the winner in the competition among the ship's subunits.

I will not hide the fact that I was unutterably gladdened by this fact. For there exists on some ships the opinion that it is difficult for the sailors of electromechanical subunits to claim primacy in competitions of the diverse departments, since BCh-5 is known to be in a more difficult position than its rivals. The activity here is vast and it cannot be compared with, let's say, a compact navigation section, its personnel is the largest in number, and the watches of the mechanics and electricians are subject at times to extreme conditions. This is all true. But the one and same factor can be managed somewhat differently. Engr-Capt 3d Rank V. Korneyev considers that the large subunit gives vast opportunities for creativity, competitiveness, discoveries and the introduction of advanced experience.

A line in confirmation: during the long voyage most of all the innovators' suggestions were introduced right in BCh-5. It is known that an instrument or an assembly can be improved in some way only when you know the equipment thoroughly. But the knowledge and habits that are incorporated in the system of studying a specialty will produce a benefit only when all elements are fine-tuned. And there is more: there can be no creativity where all the effort goes into supporting a reliable watch and into the struggle with malfunctions and breakdowns. Thus it is that in Korneyev's organization, both training and upkeep of the equipment are arranged with such precision that the sailors have time for displaying creative inclinations. If, during someone's management, a malfunction occurs, the guilty one, first and foremost, is uncompromisingly given a low mark in competition results for the day, and, in the second place, right away the amount of repair is determined and organizational questions are solved, so that the equipment can be put

into operation in the shortest possible time. As we see, one thing is linked with another, and the influence of the officer in charge of the department is felt everywhere.

However, the most precise system for organizational and technical measures aimed at thorough mastery and excellent upkeep of the ship's systems can go amiss if an atmosphere of mutual exactingness and comradely assistance has not been created within the crew. With machinery, one must depend upon the person, upon his growth, creativity, state of discipline and eagerness to serve. It is bad when an officer or a warrant officer forgets about this and is locked in the narrow sphere of technical problems, and it is still worse when he himself does not show an example in his attitude toward his job.

Battery commander Sr Lt I. Rogov, for example, has given us no little trouble. In service experience and military-engineering training, he can completely master the duties of a division officer-in-charge. Strictly speaking, we even considered this when the opportunities for young officers were evaluated in the competition for the mastery of duties one step higher than the post presently occupied. But Rogov did not justify our hopes. Of course, the basic cause here was the passiveness of the officer himself, or, it can be said, indifference toward the job. But, frankly speaking, we, the senior comrades, and the party organization were not able to rouse the man, to develop in him enthusiasm and a striving for primacy.

I will not conceal either the fact that up until now some subunits still have not managed to see to it that each drill and each exercise in the specialty are soundly prepared and are conducted competently from a procedures standpoint, and operate to raise the crew's combat coordination. A concrete example: executive officer Capt-Lt V. Karpenko once checked the progress of an exercise at the battery under Warrant Officer V. Trotskiy. A petty officer read out the instructions in a spiritless voice and the sailors listened, as they say, half-heartedly. Warrant Officer V. Trotskiy prepared the next exercise in exemplary fashion, but the sailors had not assimilated the previous topic, so he had to conduct additional training. So is it not simpler to do what is mandated the first time?

And although such cases are isolated, we have no right to pass them by without giving them the severest condemnation. These cases not only become the topic of earnest review in an official procedure, but they also are discussed as a matter of principle at party and Komsomol meetings. The ship's deputy commander for political affairs, Capt 3d Rank A. Goncharov, and secretary of the party organization, Capt-Lt V. Smorkis, proceed from the fact that the efficacy of political-education work depends directly upon its concreteness and on close connection with the actual life of the collective.

Let us say right now, when the results of the training year have been summed up, that it is important not only to generalize concrete experience in mastering equipment that has been gained in groups and batteries but also to find unused reserves. Much is being done here along official lines. But it is by means of political education work that it is possible "to set in motion" some warrant officer or other who, for example, is satisfied with second class, is passive in mastering a related specialty, and shuns technical creativity. And we have no few such sailors, and real growth in their combat and technical qualification is a great reserve for raising the ship's combat readiness.

I consider it necessary also to speak about those reserves whose introduction into operation depends not just upon the crew. Rear services support the vital activity of the "Petropavlovsk," as is the case with any ship. Not always do some of the services consider the interests of the ship, as required by guiding documents. Take the elementary question of cleaning the fuel tanks, which should be done with the prescribed regularity. In order to perform this work, a barge to which reserve fuel is pumped off temporarily is required. But the work schedule sometimes is interrupted: the order for the barge is not always filled in time. And the matter rests here upon the degree of organization and upon plan discipline.

We regularly refer to the papers of meetings of the supervisory command and political staff of the Army and Navy, which is dedicated to raising the educational role of the Soviet Armed Forces. Very close to officers is the topic of education in military activity, volition and boldness during exercises and drills. It has been correctly noted that the inculcation of these qualities should be incorporated back at the planning stage. What has been sown under the harvest plan you will reap at sea. The "Petropavlovsk" is a splendid ship, with excellent combat capabilities. But at times this seems to be forgotten, leaving it up to the crew to solve various tasks with a reduced degree of sophistication. For indeed, mastery and the maintenance of equipment, on which no little effort has been expended, is not an end in itself for the crew. The goal is to be always in readiness for its application under the most complicated conditions of modern battle. It is in this that we see the main meaning of our martial labor, for the sake of which we are right now pondering the goals that the collective is to work for in the new training year and in the socialist competition for a proper greeting to the 26th CPSU Congress.

Komsomol Activity Aboard Submarine

Moscow KRASNAYA ZVEZDA in Russian 5 Nov 80 p 2

[Article by S. Bystrov, Capt 3d Rank (Red Banner Northern Fleet): "The Crew's Solidarity"]

[Text] Reports and elections in the Komsomol.

After a long voyage, when the nuclear missile-carrying submarine "Leninets" returned from the ocean's depths, the native shore presented to the sailors a special piercing beauty. For it is this, the long-awaited motherland, on which so much thought had been spent during the long weeks of sailing. During these minutes, the submariners seemed to become closer to each other, to have greater kinship.

To think together, to feel together, each becoming aware of the reliable shoulder of one's comrade--for the crew of a modern ship this is just as important as it is to master the equipment and weaponry to perfection and to raise combat training and skills. I will not be mistaken if I say that on the "Leninets," a ship that has been awarded the Honorary Leninist Certificate, concern about the solidarity of the military collective and strengthening mutual training, friendship and comradeship are among the most important areas in the work of the Komsomol organization.

It was this very concern that permeated the Komsomol meeting for hearing reports and holding elections that the submariners held literally a few days after returning from the long-range cruise.

This year the crew had been augmented by young sailors. The Komsomol committee faced the tasks of putting the novices on their feet as rapidly as possible and of encouraging them to take part in the collective's life. In a talk with the activists, the commander said directly that rejuvenation of the Komsomol organization staff should not in any case affect their military duties. Only a well-knit crew can carry out complicated missions.

Perhaps this was an out-of-the-ordinary test of the maturity of the submarine's Komsomol activist element, or, if it can be expressed this way, a check on its mobilizing power. To get ahead of myself, I emphasize that it coped with this task confidently and thoroughly. And surely Yu. Kotikov, secretary of the Komsomol committee, got satisfaction by naming in the accountability report the people with brilliant vocational skill.

A major portion of young Komsomol members, going to sea for a long cruise for the first time, showed themselves in a good light. Sailor P. Zaruba, who was accepted into Komsomol ranks at sea, was more than once cited for conscientious performance of duty on watch. Seaman electrician A. Il'ves, who, incidentally, entered the Komsomol at the same time with Zaruba, was listed at the end of the cruise as an advanced crewman. In the monthly contest on damage control, all the young sailors showed excellent training, presence of mind and firmness. And senior sailors S. Kozhevin and S. Komrakov became competition winners.

But here is what is remarkable: those speaking at the meeting focused the main attention on those areas where the activists have yet to inscribe new, glorious deeds in their name. For the Komsomol organization on the "Leninets," this is very important today: the crew is the first in the Northern Fleet to be included in the pregress Komsomol-Youth campaign under the motto, "For the motherland and the party—our military labor, and for the 26th CPSU Congress—a worthy greeting." Ahead is an immense field of labor, but already today there is every basis for confirming that the ship's Komsomol members, as before, will cope successfully with the strenuous commitments. And a major role here is assigned to the submarine's Komsomol activist element. Its monolithic character, its initiative, and its creative striving will determine to a great extent the qualitative indicators of the activity of the ship's Komsomol organization.

On the "Leninets," work in the Komsomol and assistance to it in every possible way are traditionally considered among the most important spheres of activity for the ship's communists. It is not accidental that the reporter emphasizes this especially. Young communists today comprise a major portion of the Komsomol activist element. The party bureau monitors execution of the activists' important mission.

A noteworthy case. V. Levenkov, secretary of the electromechanical department's Komsomol organization, acted listlessly at first toward his social obligations. The officer in charge of his department and the Komsomol committee secretary conversed with him on this matter. But no change for the better was observed.

Then Levenkov was invited to a session of the ship's party bureau. The communists' severe criticism and exactingness enabled the young officer to feel the concern and attention to the Komsomol's business that the party's activist element and the ship's command had shown. Levenkov sharply changed his attitude toward his job. And here is the result: the Komsomol members of the department have for the second time elected him their secretary.

Perhaps it is impossible to find on the "Leninets" an officer or a warrant officer who would be indifferent to the concerns of youth. At the reporting and elections meeting the Komsomol members spoke with persuasive warmth about the officer in charge of the ship's best navigation section, Communist A. Donnik, and about other comrades whose experience and knowledge of people and skill in working with them proved to be useful to the crew in the highest degree.

The command named Communist Ye. Gurin as among those who excelled especially during the last cruise. Master of military affairs Gurin, who is a petty officer in charge, began service on the ship when still a seaman. Many years have passed since then, but Gurin still does not think of his life without social work. He is a member of the bureau for the organization of the Komsomol's subunits.

An experienced and mature activist element is a preserver and continuer of the best traditions of the Komsomol of the "Leninets." In March 1971 the Komsomol organization of the nuclear-powered ship was recorded in the "Annals of Labor Affairs of the Komsomol in Honor of the 24th CPSU Congress," for successes achieved. In 1976 the advanced ship reported to the 25th CPSU Congress its achievements in military work: "Our motto was, is and will be V. I. Lenin's behest: '...not to be satisfied with the skill that our past experience has developed in us but to go farther without fail, to achieve more without fail, and to transfer without fail from the easier tasks to the more difficult ones.'" Nowadays the ship's crew is campaigning for a further rise in military mastery, political maturity and moral improvement. It will carry out the strenuous obligations successfully and prepare itself for a worthy greeting to the 26th Party Congress.

The activist element of the Komsomol of the "Leninets" has been greatly rejuvenated. Soon PO 1st Class A. Vazerbiyev and PO 2d Class N. Ivanov will be transferred to the reserve....The most worthy people, proven by experience and capable organizers of youth, will take their places in the Komsomol combat formation. This succession, which the ship's command and party organization supports in every way possible, is a pledge of new successes for the submarine's crew.

A long-range cruise is a serious test for the Komsomol organization and, primarily, for its activist element. Speakers at the meeting stated that, despite the complicated conditions of the voyage, dispersion of the crew throughout compartments, and high physical and psychological workloads, people should live at sea wholeheartedly and energetically and with an interesting life. A noteworthy detail. The Komsomol Committee Secretary Kotikov has brought tens of films from the last voyage, each of which is devoted to some exciting event. The holiday dedicated to the ship's veterans, the topical evening events "Our Ship's Trip," "You Serve on the 'Leninets'," and "Be Worthy of the Glory of Northern Fleet Submariners," thematic musical compositions, a review of independent artistic activity, creatively observed birthdays, several photographic exhibitions, and expositions of the artistic creativity of crew members—all these are the job of Komsomol activist elements. And this is embodied in the growing ideological conviction and professional maturity of the people, in their solidarity, and in meaningful results of the preCongress competition.

Mediterranean Escort Ship Training

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[Article by Sr Lt P. Paliy, deputy commander for political affairs of the escort ship "Bezukoriznenny" (received by radio): "At Mediterranean Compass Points"]

[Text] It is an evening in the Mediterranean. There were so many of them--starry and stormy, peaceful and alarming, and those filled with strenuous combat training. Some months there is "only the sea and the sky around." Our ship becomes an iron island in boundless emptiness. A small piece of inviolable territory of the Soviet motherland. The naval flag twists in the wind. We experience two major feelings: pride in our country and responsibility to it for defense of what has been created by the labor of the Soviet people.

...It is evening. And training firings are now in progress. Sailors and petty officers are at their weapons under searchlight illumination. The commander of the missile-artillery department (BCh-2) here is Capt-Lt A. Tararin. The people work rapidly. I watch the sailors and I think to myself: how they resemble their fathers and forefathers--the sailors of the revolution, heroes of the fatherland. They show alertness and vigilance. Skillfulness. A will to win. V. I. Lenin prized these qualities highly in sailors. The graphic expression, "Sailors do not let you down," was his.

Yes, sailors of the present generation have the skills of the war heroes. In the Mediterranean they have many times proved this on the job. That's the way it was this time also. A jagged chain of red flames marks the route to the target. It is a direct hit! And again there is silence on the sea.

Morning finds us again at battle stations. Ahead is a difficult search for and attack on a submarine. A little later--a meeting engagement with "enemy" surface ships. The commander of our escort ship "Bezukoriznenny," Capt 3d Rank Yu. Rykov, gives the mission to detect targets at maximum distance and to be in readiness to destroy them with the first attack.

I converse with officer-in-charge of the mine-torpedo department (BCh-3) Sr Lt Ye. Astakhov at his command post. I am interested in the people's adjustment and their readiness to carry out the mission. The equipment and weaponry are in correct order and have been checked out. Full mutual interchangeability in the crews has been worked out. Warrant officers I. Ivanov and A. Antonenko serve the equipment at the level of masters of military affairs, and on many operations they can replace the officer-in-charge of a subunit. On a long-range cruise the sailors gain experience rapidly. In cruising within sight of NATO-country ships, the feeling of responsibility becomes keener, and each one looks at his military job from the standpoint of the state's position. All this affects the final results of the training and the competition.

For 3 months in a row the excellent BCh-3 has been in first place on the ship. Just as many times this collective has been recorded in the ship's book of military affairs in honor of the 26th party congress. We started this book soon after the July 1980 Plenum of the CPSU Central Committee. Then, at a general meeting, socialist commitments were reviewed, and we resolved to put the ship among the

"excellent" ones by the day of the congress's opening. The best of the best are recorded in this book.

...A target has been observed at maximum range. With a roar the jet bombs fly toward the "enemy" submarine. The water boils up with a white plume. Destruction!

Now comes the meeting engagement with surface ships. This is almost the most complicated type of naval combat. There is a struggle with decisions, innovative thought, boldness and tactical audacity. The officers' tactical readiness is given attention during a long-range cruise on the ship. I consider how remarkably each of them has matured during the cruise. Officers Tararin and Astakhov have been especially enriched by new methods for using the weaponry.

Representatives of a superior staff observed the crew's actions during the meeting naval engagement. They evaluated strictly, taking into account the achievements of the crew in all the main areas that provide for high combat readiness of the ship on a sortie. The training engagement was difficult and prolonged. The unanimous evaluation given the sailors' training was "excellent."

During the training years three "excellent" departments have been reared in the crew. Commitments for training rated specialists were overfulfilled. We view what we have achieved as a good backlog of work done to achieve higher results in the competition for a worthy greeting to the 26th congress of our own party.

On the holiday of our next anniversary of the Great October, a multicolored rainbow of dressing flags will blaze up above our ship. But there will also be the mounting of a watch.

We are always on the alert.

Escort Ship's Party Work

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[Article by Rear Adm N. Mudryy and Capt 3d Rank S. Bystrov: "The Moral Climate"]

[Text] It often happens this way: the service and living conditions in chasti [units] or on ships are approximately identical, yet the results in combat and political training are different for them. In one collective successes grow from year to year, and in another periods of progress alternate with periods of stagnation, marking time for long periods. Why? As always, there are many factors that explain this. But very much depends upon the moral climate in the collective. Steady successes, as a rule, come to that subunit where an atmosphere of high striving, mutual assistance, exactingness toward one's self and toward each other, and trust combined with strict responsibility have been created. An attentive and concerned attitude toward the person, it was indicated at the October 1980 plenum of the CPSU Central Committee, should permeate the entire style of party work and become an integral feature of each supervisor's work.

Officers, warrant officers and sailors go willingly to serve on the big ASW ship "Marshal Timoshenko," but leaving it is not easy, as though a piece of one's heart is left there. In its turn, the ship's crew also is often very upset when, let's say, they find that some one of the officers has received an assignment to a new place of service and must leave the collective. And that's how it was, for example, when Capt 3d Rank A. Brazhnik left for training. The entire crew saw him off. According to tradition, the ship's commander, Capt 1st Rank V. Samozhenov, in front of the formation of sailors, thanked his former executive officer for his service and wished him further successes in work and in life.

Communist Brazhnik went through a great school on the ship, and he left good foot-
steps for someone. In his farewell address, he thanked the ship's commander, the party organization, and all his own collective for a good lesson in life and for help in his professional development. He did not act against his conscience in saying these words. Actually, on the large ASW "Marshal Timoshenko," people mature rapidly, not only in service but also in ideology and in moral attitude. They bring a special precision in operations to new collectives, and they serve as models of the creative approach to the job, tactfulness toward people, and exactingness toward themselves. And these qualities become the best credentials not only for themselves but also for the collective that bred them.

For many years now the "Marshal Timoshenko" has been plowing the ocean. And during all this time it has been among the advanced ships. The command and the party organization have had to solve various problems. But always one of the main ones was the creation of a monolithic crew that lives in accordance with the highest military, political and moral criteria.

For a person who is not acquainted with the ship, it could seem that the party's reporting and election meeting was going on in a lagging crew: discussions of the causes of deficiencies were so bright and sharp. For example, the officer in charge of the mine-torpedo department, Capt-Lt P. Usenko, expressed concern that not all supervisory communists work with the long term in mind but are concerned only with current affairs. Party bureau member Warrant Officer M. Novozhiv, in analyzing the organization of socialist competition in the subunit, noted that certain officers have a formalistic attitude in summing up results. Capt 3d Rank V. Denisenko criticized various communists who at times close their eyes to small violations of military discipline.

The spirit of criticism is in the traditions of the ship's party organization. People have been so taught here that they tell the truth eye to eye and do not take offense at criticism or straightforwardness of judgments.

"They criticize--that means they believe that the man will improve. They do not criticize only when they do not expect things to change for the better," secretary of the ship's party bureau, Capt-Lt V. Danil'chenko, said after the meeting.

Many deficiencies were mentioned at the meeting. But only on one ground were critical remarks not expressed--the ground of mutual relationships on the ship. Judging by everything, it did not come into anyone's head to talk about that. Just as a healthy man does not notice his heart, people here have become so accustomed to living in a healthy moral atmosphere that they consider it a matter that goes without saying.

But they did speak about the work aimed at providing for a healthy moral climate among the crew. They spoke about the necessity to build the entire life aboard the ship strictly according to the regulations. About the fact that more attention had to be paid to moral problems in large-scale agitation work. They pondered how to see to it that each subunit and party organization actively displays itself as a center of ideological and educational activity, so that each communist officer-in-charge will constantly consider moral aspects and concerns about people in his daily work.

Organization of the whole life of the crew strictly in accordance with the regulations and an attentive, concerned attitude toward the sailors' needs are the moral norms for each communist supervisor.

"A political worker, a communist cannot lie asleep when he is not convinced that the sailors have well-organized rest. He cannot sit at the table when he is not convinced that the sailors will be well fed. He cannot leave for home when he has not made sure that the sailors have something to do with their free time," the First Deputy Commander for Political Affairs of the ship, Capt 2d Rank Yu. Mirzoyants, used to say, and this is remembered. The communists of the BPK [large ASW ship] hold to this policy even today.

Under severe conditions for sailing, officers and communists find time to celebrate namesake days and birthdays, and also to organize concerts over the local radio broadcasting center for those who excel. Nor do they fail to give attention to the commander, the party bureau and many other events in the sailors' lives. Let's say a sailor has raised his specialty rating--it is obligatory to mention his family name in the wall newspaper or in the radio news. It is pleasant for a person to know that the collective has not forgotten about him, that it remembers. And the sailor answers to the crew with increased zeal for service.

And there is grief. Thus, during a long-range cruise a letter of tragic content came to the ship. And, of course, no one could find out ahead of the addressee. Seaman Sh. Aminov's mother had died, leaving five children as orphans. How, it would seem, can the man with the misfortune be helped? But the officer in charge of the electromechanical department, Communist Engr-Capt 3d Rank N. Vyatkin and the petty officer of the engineering gang, CPO V. Yefremov, managed to help the sailor with their sympathy and a warm word. The sensitive attitude of these communists on the ship is well known. The men of BCh-5, for example, consider the officer in charge as a father. The sailors say that he knows not only the biography of each of them but even the names of the girls with whom they are friendly. During a voyage he is concerned about additional food for sailors who endure especially difficult watches or do prolonged repair work. It is no accident that BCh-5 has borne for several years the title of "excellent" and has a reputation for being the friendliest collective on the ship.

CPO Yefremov, the youngest crew member to be a CPSU member, is favored with great respect by his fellow servicemen. Despite his youth, he has managed to find an approach to each sailor. Yefremov has also shown himself, under extreme conditions, to be a selfless communist, who thinks first of all about his comrades. Once, during preventive maintenance work in the boiler and engine room, superheated steam began to escape. He instantaneously closed off the premises. CPO Yefremov managed to quickly evacuate his subordinates from the division and, remaining alone, took all the measures to eliminate the steam leak.

The personal example of a communist is most often of all his chief weapon in educational work, the more so if, by virtue of the job occupied, he is granted major rights and authority. In this respect, a model for the ship's communists is Capt 1st Rank Samozhenov.

An appeal of a subordinate to the ship's commander on a personal question is always a matter of paramount importance which does not brook delay.

Attention to people--this is not only the commander's personal policy. It is a firm official requirement that is unfailingly carried out at all levels. On the "Marshal Timoshenko" each officer and warrant officer knows that he will go ashore strictly according to the schedule, and that he will go on his next leave on the established date. A person is also assured that if he deserves promotion in the service, then he will not be "left on the shelf" at his former post "for the interests of the service." And if the time passes to receive the next military title, he will not be held back without a valid cause. Under the difficult conditions of life aboard ship, all these things which, it would seem, are fairly obvious, are not carried out so simply. But then people value these things very highly.

The striving to understand people and their working conditions better is a distinctive feature of communist-supervisor Samozhenov. Thus, for example, in order to get to know the psychology of helicopter pilots, who take off from and land on the ship's deck in the ocean, he once specially "organized" for himself on-the-job training in rotary-winged aircraft during the execution of all combat-training missions.

Young officers gladly go to service on this BPK. As people say of the "Marshal Timoshenko": "Our lieutenants go aboard the ship with a smile." A concerned, prudent attitude toward young officers is the most important area in the work of the ship's commander and party organization. It is an area which, from the officer's first steps, adjusts the young officers in charge, who are also educators and political workers to the wave of sensitivity and attentiveness to surroundings. This is the source of continuity of the ship's best traditions and a healthy moral climate in the collective. And this is one of the chief reasons that the BPK "Marshal Timoshenko" has, for many years, been in the vanguard of competitors and that its crew is famous in the fleet for strong discipline, solidarity, military skill and high combat readiness.

Outstanding 'Guards' ASW Ship

Moscow KRASNAYA ZVEZDA in Russian 14 Nov 80 p 1

[Article by Capt 3d Rank V. Shirokov and Lt A. Ustenko (Red Banner Northern Fleet): "The Sixth Height"]

[Text] From congress to congress--in the ranks of the "excellent" ones.

The crew of the small guards ASW ship that Guards Capt 3d Rank I. Sapotnitskiy commands was first awarded the title "excellent" in 1975, at the height of the competition for a proper greeting for the 25th CPSU Congress. Then the guardsmen unfailingly confirmed it each year. And now still another training year has passed. The advanced crew remained true to itself, to its word.

What are the sources of such steadiness of high results?

It is difficult, they say, to be awarded the title "excellent ship" and to confirm it is doubly hard. To confirm it over a prolonged period, repeatedly, is a still more difficult task. Success was not achieved here without persistent struggling with the slightest hints of easygoingness, without establishing in the collective an atmosphere of military competitiveness and without attuning people to the maximum to do the work. It was to these ends that the commander, other officers and party and Komsomol organizations primarily directed their efforts.

Take this case. At the start of the last training year, various officers and warrant officers who at one time had achieved the first-class specialist level refrained at first from committing themselves to becoming masters. Some of them had shown a hint of complacency in discussions: first class, they said, is a fairly high goal, and even to confirm this will not be bad.

Such attitudes are not disregarded by the ship's commander or its communists. They do purposeful, explanatory work with the crew that is aimed at getting each sailor to recognize profoundly that there can be no limit to military improvement. An exacting discussion on principles then took place at party and Komsomol meetings. And the blazing personal example of the communists helped to mobilize the warriors to storm the greatest heights in specialist training. Thus, for example, the secretary of the party organization, Guards Warrant Officer K. Rykovskiy, was himself one of the first to undertake an obligation to become a master and he persuaded Guards Warrant Officer A. Verlanov to do the same. Actively competing with and helping each other, they readied themselves for the tests. And they passed them with honor.

Guards Sr Lts V. Peskov and Ye. Kisel' and certain other comrades, following the example of the secretary, included themselves in the assault on the master's goal.

And what is to be done with first-term sailors who have already taken tests for first class? For the title of master is not conferred on them. In an "excellent" crew the question is posed this way: what especially prevents a seaman or petty officer from trying to work towards the master's standards? It is necessary only to give all kinds of help here.

On this guards ship, meetings are organized regularly to exchange experience, at which time each sailor is enabled to learn from the best specialists and to copy their effective methods for servicing the equipment. The council of military-equipment propaganda operates actively here. Lectures, reports and information about innovations in equipment and armament that officers S. Orlov and V. Peskov provide pursue the aim of adding to the knowledge obtained by sailors during planned exercises in their specialty.

A frame of mind built up to the maximum....It stands to reason that this is demonstrated not only in the effort for a high specialty rating. It is also seen in the constant striving of the guardsmen each time they go to sea to observe targets at maximum distances, to destroy them with the first volley or release or with the first run-in on the target. It is also seen in the active competition of the fighters to exceed the military standards and in the firm assimilation by the ship's officers and warrant officers of responsibilities at a level higher than that of the post occupied....

The ASW men pay especially great attention to possessing second and related specialties.

This episode is typical. Somehow, during a difficult cruise, one of the mechanisms in the electromechanical department (BCh-5) got out of adjustment. Additional workhand were required to eliminate this fault in a short time. And then a group of sailors from other ship departments who, during numerous supplementary practices, had mastered the mechanic's specialty, came to the help of the regular mechanics.

In brief, much was done on the guard ship between the 25th and 26th party congresses, rich experience was accumulated and the foundations of strong and good traditions were laid. Obviously, the value of this experience and these traditions is determined not just by how the guardsmen themselves preserve and multiply them but also by how all this is disseminated to other collectives.

The crew of Guards Capt 3d Rank I. Sapotnitskiy was competing with the crew of a neighboring ship, which was commanded by Capt-Lt V. Lavrinenkov. The advanced crewmen constantly helped their fellow competitors, generously sharing their experiences with them during joint drills and contests held among the ships' specialists. As a result, Lavrinenkov's subordinates, who previously were among the "middling" ones, were substantially tightened up and brought their ship into the ranks of the advanced ships.

Officers of the staff of the chast' [unit] are paying great attention to generalizing and propagating the experience of this "excellent" ship. Such work is being conducted especially intensely right now. Thus, officer A. Tsarenko recently generalized experience in organizing special training for the guards ship and spoke on this question on other ships.

It is planned that much will be done in this respect during the new training year. Officers of the staff are planning to conduct on the guards ship a number of instructor-procedure and demonstration exercises and seminars on exchanging experience.

The guardsmen themselves are also thinking right now about the long term. They have taken the sixth height and, following that, they have already sketched the outlines of the next one—a still higher and more difficult summit.

Tanker Captain's Duty Philosophy

Moscow KRSNAYA ZVEZDA in Russian 21 Nov 80 p 2

[Article by Capt 3d Rank S. Bystrov: "Duty"]

[Text] A conversation was going on in the captain's cabin of the tanker "Genrikh Gasanov," to which the large ASW ship "Zhguchiy" had just moored. The commander of the "Zhguchiy," Capt 2d Rank A. Kibkalo, a lively and cheerful person, was talking enthusiastically about his voyage. Tanker captain Sergey Andreyevich Osipov, like a cordial host, listened attentively but answered seldom and in monosyllables. But then each phrase of this sturdy man with the light-brown hair and deep-set eyes was precise and clear, like a true adherent of rigorous thought. So the commander of the "Zhguchiy" quickly changed the subject and shifted to matters of business.

The first of these men began a critique of the mooring that had just been completed. For Osipov, who had sailed a lot, it was an ordinary matter, but Kibkalo had, perhaps for the first time, come alongside another ship in the ocean.

"Yes, Sergey Andreyevich, the mooring did not prove easy, although the weather was right. But the current....Briefly, I was getting worried." Kibkalo paused. "I watched the starboard of the 'Zhguchiy' swing toward the tanker's superstructure. I ordered: 'Stop hauling in the stern!' and the side passed within centimeters of the superstructure...."

Carried away, the commander clearly was indulging in hyperbole, and it seemed that an ironic smile was just starting to form on the lips of the experienced captain. But his face remained calm and attentive. He was waiting for the end of the conversation. He thought just a bit.

"Well, in general, the mooring was correct. But it could have been done much more simply."

And Osipov expressed in a few words the essence of a slightly more precise and simpler variant for mooring where there are a current, wind and swells.

Noting that the officer was very slightly embarrassed, Sergey Andreyevich calmly added:

"There is just one 'but' here--this simplicity does not come without personal experience. The next time, you, having had experience, will be convinced of this."

The next time presented itself fairly soon. True, the situation turned out to be much more complicated. And Osipov was quite worried about the commander of the "Zhguchiy": did he not inspire him to somewhat more imprudent actions? However, this did not happen. Evidently, Capt 2d Rank Kibkalo had previously thought everything through carefully and had made his calculations--and the maneuver came about rapidly, simply and precisely.

Surely, on this occasion, the "Zhguchiy" commander felt the urge to speak emotionally about his second mooring. But he gave no sign of it. Now Kibkalo had prepared to set to Osipov a mass of practical questions and, after listening to the brief but complete answers to them, was himself most attentive. And not because the captain, as it turns out, was 10 years older than the commander. The main thing was that Osipov was richer in experience; he had been sailing as a tanker captain alone for two decades.

Episodes of a sort different from those of the "Zhguchiy" commander's also occurred in his experience. In the Mediterranean, in a high sea state, a small ASW ship (MPK) spiritedly dashed up to the tanker. The commander, still a very young officer, decisively announced: "Captain, prepare to receive mooring lines. I am approaching you beam-on!"

Osipov, quickly assessing the situation and without going into detail, answered: "If you do not swing clear in one minute, then in two minutes you will be on my deck along with your ship."

The MPK swung clear, but its commander took offense. He did not even begin to take fuel that day. Frankly speaking, Osipov also was upset--he had, after all, put the officer in an uncomfortable position in front of his crew. The commander was young enough to be his son, but the captain did not think about pride--he was the first to begin communications. His experience and concept of his duty required this of him.

Once, Osipov encountered a friend of his in the city, and they began to talk sea talk. The friend had long ago found himself a "quiet harbor" and was surprised by the selflessness of his comrade, who still was not even thinking of forsaking the navigation bridge.

"Sergey, you are simply a fanatic! How is it possible? In the final analysis, there is home and the family--these also are important. Your son is gone, he is finishing the institute, and how many times have you seen him?"

"I am not a fanatic by any means," Osipov answered drily. "I simply love my job."

"But perhaps you did not manage to find a post on shore? I will tell you straight: there are those on the pier who earn as much as you do."

"I will not trade it for the sea," Osipov snapped.

The experienced captain, thrice elected a deputy of the city soviet, was several times offered suitable posts on shore. Both manager of a section in the rayon ispolkom and instructor-captain, and controller...."No," he answered firmly, "my duty is to navigate."

And he repeated this to his old friend.

"And who instilled this in you?" the friend said, astonished.

Osipov did not explain anything. Obviously, there were different views on life here.

On entering the party, Osipov naturally asked himself the question: "How can I be most useful of all as a communist?" And the answer came unambiguously, "Navigate." He was certain that this was the only thing, and it proved to be the best thing, that he could do, and that meant that it was also his duty--his party duty--to navigate, to toil for the welfare of his native fleet.

From youth he had been obsessed with being a sailor. The bosses knew this well, because at times they even abused the enthusiasm and hardiness of the captain. But he himself considered that abuse in the interests of the job is impossible. Once Osipov, calling from the moorage, told his happy family about his return; when he reached home, a car waited at the entrance for him: "Sergey Andreyevich, it is an order--it is time to retire."

True, this was back when he commanded small tankers. They were small in displacement. But the captain himself did not consider them to be so. For him, each of them had become the main thing, the only thing, and he remembered each one of them firmly, and forever. Even that self-propelled barge on which, as executive officer, he had begun his journey on the oceans, after completion of the naval school.

His first captain was Semen Illarionovich Shabalov—a man who, to speak frankly, was coarse but industrious and direct. With the best will in the world, there was nothing particularly complicated on this barge to teach the young sailor. But the little bit the latter learned inspired him greatly.

Osipov was not ashamed to work on a barge. Of course, having finished eighth on the list at school, he could have expected a more important ship. But what is there to do if that is what happened and if the order was to go to a barge? And the barge became a first test in firmness.

Once, after a difficult trip, when they had returned to the base, wet and chilled to the bone, Shabalov flew into a rage, threatening to abandon the damned old tub in a hurry. Osipov, standing firm, demanded:

"And truly, Semen Illarionovich, what's holding you on it? The pension is not so far away, and still you sail on barges."

"What?!" he said, maliciously turning to the captain. But that was his mood. And now, entirely calmly, he continued reasonably: "What, do you say, holds me? Two things, son: the absence of an education and the presence of a conscience. You do not understand? You do understand. A conscience, friend, should be the highest test of a captain. This is our fate."

"This is our duty," Osipov corrected.

"And that is true," agreed Shabalov. "It is good if you know what to call something, but it is still better if you find out how to carry it out; this is our duty."

Captain Shabalov thus worked out his time on the barge until he was pensioned. Does a man who does what he can leave a footprint on the fleet? At that time nuclear-powered ships were gaining in strength, and missile-carriers were opening the way to the world ocean. And after them came the tankers, going out of coastal waters. The flags on combat ships and auxiliary ships are different, but the fleet is one, and the courses of the two categories intersect quite often.

What is a frail barge in comparison with an ocean-going giant....Capt Osipov, an emigrant from a barge, came to command one of these giant tankers. And when, after successful support of the cruises of combat ships, he was awarded the Order of Labor Red Banner, Osipov recalled Shabalov and thought that the old captain would be pleased, as well as he was, to know he had taught his assistant well. This was nothing especially complicated about their joint nautical practice. But Osipov learned well how to carry out his duty.

He had had to go to sea in a 12-force storm because a shore garrison would freeze without fuel, he had had to go into 15-meter waves to refuel the missile cruiser "Admiral Zozulya," which had hurried to the aid of disaster victims, and he had had to open up numerous bays and harbors for regular navigation for the first time. And it was up to him to be the first, at least in the Northern Fleet, to spend almost all his captain's years commanding advanced tankers. And not because they were delivered to him as advanced tankers but because they had become such with his coming.

Sergey Andreyevich has (he himself considers it such) a serious deficiency--he takes up with people slowly and with difficulty. It is for this very reason that he is highly cherished by good people. In the same way, they treasure the confidence of their captain.

Once, on visiting the "Genrikh Gasanov," the commander of a combat ship, not without some surprise, noticed the truly irreproachable military discipline of the tanker's crew. The surprise was understandable--the ship's company was civilian. The officer thought: what is the secret? He decided not to ask the captain, so he put the question to the first mate.

"There is no secret of any kind," said Vitaliy Leonovich Kovalev, laughingly. "Rather the secret is in the captain, in his character, in his authority. Osipov, you know, is always clearly visible to the crew, he is direct, honest and guided by principle. He is daring, and he is able. These qualities are priceless in the ocean. And so people sail with him for a long time. And when they stay long, the crew is strong."

Incidentally, Vitaliy Leonovich first met Osipov when the latter, still an officer candidate, came to the ship for on-the-job training, when Kovalev had sailed as third mate. A quarter of a century had passed since then. They had become friends, both had become captains. But then Kovalev was nominated as first mate to Osipov, and without giving it a thought he agreed.

In all the mutual operations at sea of an auxiliary ship and a combat ship, the seniority, of course, goes to the commander of the latter. But when combat ships meet the "Genrikh Gasanov," then, more often than not, the experienced commanders, taking up direct communications with the tanker, talk something like this: "Captain, how, in your opinion, will we operate best?" And upon completion of the joint actions, with the traditional, "Thanks for the support," they feel obligated to add something from the soul: "It was nice to work with your crew," or "We will be glad to meet you again." Osipov also would be happy to meet again. Unfortunately, closer acquaintance between the captain and commanders rarely occurs. Rarely because ocean roads are very wide.

Osipov had not expected to meet soon with Kibkalo. The "Zhguchiy" had just begun a long-distance cruise, and the "Genrikh Gasanov" was headed for native shores after a cruise of many months. And now they were parting. The march, "Proshchaniye Slavyanki," thundered, dressing flags fluttered, and sailors stood in ranks at attention along the rails.

Osipov came out on a wing on the bridge. He was embarrassed, but he was moved.

The first mate approached:

"Sergey Andreyevich, you must say something personal to the commander of the 'Zhguchiy'."

"Yes, I agreed Osipov. "We wish that he carries out successfully his duty to the motherland."

Missile Firing During Storm

Moscow KRASNAYA ZVEZDA in Russian 23 Nov 80 p 1

[Article by Capt 2d Rank V. Polishchuk: "Under Stormy Conditions"]

[Text] Low gray clouds covered the sky. The ocean is breathing deeply and angrily under the stormy wind. Its bow cutting through heavy waves, the large ASW ship "Marshal Voroshilov" went to sea to participate in competitive firings for the Navy Prize. The crew of this ship had won the right to do so during the pregress competition among like-type ships.

It was not so long ago that the "Marshal Voroshilov" sailors had taken an important firing test and had won the praise of the senior officer. They were then named worthy successors to the glorious traditions of the frontline crew of a celebrated cruiser whose flag and name had been transferred to the new, large ASW ship. The senior officer expressed satisfaction with the fact that the personnel were persistently toiling to implement the orders that Comrade L. I. Brezhnev had given to Pacific Ocean Fleet personnel during his visit to that fleet in 1978.

After the first miles of the voyage, ship commander Capt 3d Rank V. Floryak realized that a storm would extremely complicate execution of the firing mission. But the commander firmly recalled also another truth: in actual battle, you do not expect weather on order.

The sailors had met the standards for preparing the ship for battle and for the cruise. The outcome of the training exercise would depend upon the coordination of the whole crew in action. Each specialist—communicator and electrician, radiometer operator and mine specialist, acoustician and gunner—makes his own contribution to the overall success. But right now the missileers are experiencing the most excitement—it is they who use the ship's main weapon, and a high percent of the department today is made up of newcomers. Division commander Sr Lt N. Topchiy had taken upon himself the obligation of officer-in-charge of the missile-artillery department (BCh-5). The officer in charge of the control group, Sr Lt A. Suslov, is carrying out the duties of officer in charge of the division on this occasion. By virtue of the circumstances of this ship's departure for sea, the person in charge of the crew of missileers, Warrant Officer V. Savin, a master of military affairs, was absent. PO 1st Class Sh. Yusupov replaced him. All of them had at one time undertaken the socialist commitment to master the duties of the post one level above the position occupied, and now they should confirm with deeds the word that they had given.

Twinkling splashes appear on the radar scope. Warrant Officer S. Gladkov is at the computer. He had become a warrant officer quite recently. Before that he had served as officer in charge of a radio mechanics section. The sailor liked the ship and had decided to dedicate his life to the fleet in his new capacity.

The crew had been preparing strenuously for the competitive firings. Much time had been devoted to drills in trainer rooms on shore and in drills at combat posts during the cruise. The sailors tried to use each voyage with maximum effect. The competition had been organized with precision in accordance with the missions and standards.

For example, the batteries that Sr Lt S. Tarasok and Sr Lt O. Kurganskiy command competed actively for the right to execute the first missile firing. During the drills, they had been winners in turn. The officers were happy for each other's success, and they exchanged experience and analyzed deficiencies together.

...For several hours now, the ship, observing secrecy measures, travels to the prescribed area. Reports to the main command posts still come in calmly. But now operator PO 1st Class V. Litvinenko reports:

"I observe a group of airborne targets. Bearing....Range...."

The ship's commander, in order to work out a correct solution for maneuvering and to make the most effective use of the missile weapon, needs an accurate report on the parameters of the airborne targets' motions. And such reports arrive in time.

The colored board twinkles. The missile complex is being checked. At the missile-artillery department command post, Sr Lt N. Topchiy is classifying the targets. Working strenuously alongside him are Warrant Officer A. Soldatov and PO 1st Class A. Rud'.

The "enemy" airplanes change altitude sharply, use intense countermeasures, turn off course for a time, and expertly carry out antiaircraft maneuvers. It is very complicated to make out the high-speed low-flying airborne targets against this tactical background. But still the sailors manage it without delay. The board flashes, "The target is in the zone."

Sr Lt N. Topchiy guessed the intention of the "enemy." There were some recommendations to the commander, and the ship took up a combat course suitable for firing the missiles.

"Antiaircraft missile battery...destroy the airborne target!" Capt 3d Rank V. Flor-yak ordered.

"Launch!"

The battery that Sr Lt O. Kurganskiy commands fires.

The first target is destroyed with a direct hit, then a second....The ship's artillery battery that is under Sr Lt S. Tarasyuk does not have to fire its weaponry.

Still one more victory of the missileers is recorded in the ship's journal of combat readiness, which has been evaluated with a high grade. This is a worthy contribution of the sailors to fulfilling the socialist commitments undertaken in the competition for a worthy greeting to the 26th CPSU Congress.

Missile-Submarine Training Goals

Moscow KRASNAYA ZVEZDA in Russian 26 Nov 80 p 8

[Article: "Be Vigilant on the Oceanic Watch"]

[Text] Today KRASNAYA ZVEZDA gives space to an initiator of competition in the Navy--the crew of the nuclear missile submarine

commanded by Capt 1st Rank G. Nikitin [Red Banner Northern Fleet].

For the crew of the nuclear missile-carrying submarine commanded by Capt 1st Rank G. Nikitin, completion of the past training year coincided with return from a difficult long-distance cruise. This voyage had been a real school for military skills, apprenticeship and military cooperation for the sailors. They endured the ocean's test with honor. During the cruise, socialist competition gathered strength and widened in scope. High patriotic and labor upsurges, stimulated by preparation for the 26th CPSU Congress, was a good base for further movement forward and the achievement of new and higher goals.

The sailors solved successfully all the combat-training tasks. The title "excellent" was conferred on the ship. The ship's departments headed by officers V. Plaksa, V. Sazhin and Ye. Presnov had become "excellent." Fifty-two percent of the servicemen now are specialists 1st or 2d class, and a fourth of them are masters of military affairs. Among those who reached the mastery goal were communists V. Volkov, V. Yevdokimov and V. Bystrov.

On entering the new training year and in actively participating in the competition for a worthy greeting for the 26th CPSU Congress, Northern Fleet submarines recognize that their contribution to nationwide affairs consists primarily in a relentless increase in combat readiness. They are setting their tasks, guided by the orders of the July 1980 and October 1980 CPSU Central Committee plenums and USSR Ministry of Defense requirements for the new training year, taking into consideration the complexity of the modern international situation, which is caused by the aggressive efforts of the reactionary forces of imperialism and of the Chinese hegemonists.

Commander Capt 1st Rank G. Nikitin, party bureau secretary Capt 3d Rank Ye. Romanov, the petty officer of an "excellent" crew--PO 1st Class P. Chernov, Komsomol committee secretary Sr Lt S. Matorin and others who addressed a meeting of personnel spoke out about this. The crew of the nuclear-propelled ship came out with a socialist-competition initiative to continue the relay race of the large ASW ship "Petropavlovsk," it appealed to all personnel of the Navy to make the motherland happy with high combat readiness and by insuring firm regulation procedure, and it planned new goals for the 1981 training year:

--To greet the 26th CPSU Congress with a further rise in combat readiness and political vigilance. To carry out long-range missions with "excellent" evaluations only, to maintain weaponry and combat equipment constantly in the prescribed readiness, and to cut the time for bringing them to combat readiness by 5 percent. To raise in every possible way defensibility and secrecy of navigation. To see to it that 60 percent of the personnel and 85 percent of the communists meet the military training standards for "excellent."

--To use effectively each minute of training time and each mile of cruising, to improve methods of using weaponry and technical means and of naval training for the crew, and to achieve full interchangeability at adjacent battle posts. All officers, warrant officers and petty-officers who supervise special training groups--to possess to perfection modern methods for training and for organizing exercises, drills and studies with great strenuousness and maximal approximation of the actual conditions of naval battle. To persistently achieve a consistent rise in the

officers' tactical training level. To encourage officers to take tests for the independent execution of duties at a level higher than the grade assigned them.

--To carry out all combat-training missions at an "excellent" or "good" level, and all missile and torpedo firings only at an "excellent" level. To support the ship's right to participate in competitions for primacy in missile readiness in the Navy. To be awarded, by the end of the training year, 25 percent of the first places among the advanced ship's specialists of the task force. To see to it that the ship's combat crew becomes the best crew in the task force.

--All young sailors, to take examinations for class ratings by the opening of the 26th CPSU Congress. To have 54 percent 1st and 2d class specialists (75 percent among communists) on the ship by the summer training period, and, by the end of the year, to have 83 percent specialists of higher ratings, including 35 percent masters of military affairs. To see to it that the subunits under communists take leading places in socialist competition. Each Komsomol member to be an example in carrying out the commitments adopted and to make a worthy contribution to the All-Union relay race in Komsomol affairs.

--To improve the training of personnel in damage control and to provide for the reliability and safety of navigation.

--To improve the training-materials base. To have in all subunits constantly operating military-equipment propaganda study groups. To develop during the training year 70 innovators' suggestions, 40 of them by the start of the 26th party congress.

--To study deeply and persistently how to implement Lenin's behests to Soviet warriors, and the decisions that the 26th CPSU Congress will adopt and the instructions that Comrade L. I. Brezhnev will give on questions of strengthening the country's defensive capability and raising the combat readiness of the army and navy. To create lectures on "The Decisions of the 26th CPSU Congress--Our Combat Program," aboard the ship.

--To see to it that each member of the crew knows well the heroic history of the Communist Party, the Soviet Armed Forces, the combat role of the Navy and the Red Banner Northern Fleet and their glorious revolutionary, combat and labor traditions and educates himself about the feats of submarine crews which were commanded by Gadzhiyev, Kolyshkin, Vidyayev and Shchedrin during the Great Patriotic War and Northern Fleet heroes of the postwar period, and becomes their worthy successor. To use actively the principle of competitiveness and to strive for the right to be named successors of the best specialists of the wartime years: acoustician Shumikhin, electrician Zaytsev, helmsman Gandyukhin, mechanic Chernavtsev, and others.

--To persistently shape in each crew member an active vital attitude and the high combat-morale qualities necessary for victory in modern battle. Each submariner to be an example of high thoroughness and discipline, to strictly observe the norms for communist moral and military ethics, to strengthen friendship and military camaraderie in every possible way, and to have an irreproachable appearance and parade-ground bearing. To drive for high naval sophistication of the crew, to keep the ship in model condition, to take an active part in contest inspections on living arrangements for personnel, and to win the fleet-commander's prize.

--To improve mass sports work, to increase the physical hardening of sailors, and, by the end of the year, to have 85 percent of them on the ship rated athletes and 78 percent wearers of the VSK badge.

--To wage a persistent struggle for savings and for wise and rational use of material resources. To sail during the workdays of the 26th CPSU Congress on energy resources that have been saved.

To confirm the title of "excellent ship" by the end of the training year.

To involve the ship's crew in socialist competition, where officer O. Krukht is the political worker.

The crew of the nuclear-powered missile-armed submarine understands distinctly its whole responsibility for carrying out with honor the commitments that were adopted in honor of the 26th CPSU Congress and, in their appeal to Navy personnel, to stand the oceanic watch vigilantly and reliably, to raise still more persistently the effectiveness and quality of combat studies, and to strengthen the state of organization and the established procedure.

Preparation for the 26th CPSU Congress, which opens up new horizons for our party and country, elates the ship's personnel and inspires them to selfless military labor and the successful solution of complicated and important tasks during the new training year.

Helicopter Unit Training Deficiencies

Moscow KRASNAYA ZVEZDA in Russian 27 Nov 80 p 2

[Article by Col V. Shentyabin, inspector of the Political Administration of the Red Banner Black Sea Fleet, and Capt 2d Rank L. Buchinskiy: "Lost Altitude"]

[Text] Right now, as the new training year nears, there is in the N-th Helicopter Regiment no dearth in conversations about the work results of the past months. In official meetings and conferences and in conversations about them, they are spoken of with concern and a feeling of dissatisfaction. There are more than adequate bases for all this. There was a time when the helicopter pilots of the chast' [unit] was in one of the first places among the fleet's aviators. A year ago, on being included in the competition, the personnel decided to bring the regiment up to the "excellent" mark. However, the unit not only did not reach the desired height but it also lost much of what it once had won by hard work.

Certain officer supervisors were inclined to attribute the causes of the misfortunes mainly to a superficial analysis of hazardous flight incidents and cases of a lack of proper military procedure in various subunits. All this was so. Meanwhile, in our view, the collective had suffered appreciable "losses" mainly because individual training and educational work with personnel had not been conducted at a proper level, and, in so doing, the people's work qualities and possible prospects for growth had not always been strictly considered. In other words, some of the supervisors did not see the man behind the items of the commitments that were adopted, but counted more on the efforts of personnel "as a whole."

Let's take, let's say, the squadron under the command of Maj V. Gryzunov. The sense of the commitments that the warriors adopted amounted to the subunit's winning the title "excellent." But on the final check the squadron received a low rating, which, naturally, was reflected negatively in the overall indicators of the regiment, which lost its previous high standing. Analysis of the results showed that thoughtful work had not been done about the adopted commitments in terms of concern for high training and the painstaking education of each man in the squadron.

Somehow, during the execution of a mission, crew commander Lt A. Antip'yev had allowed a hazardous situation to arise. How was this case assessed? Chance, they said, had let them down. And did the existence of this hazard prove to be accidental? Element commander Capt G. Danilov knew about the weak spots in the young officer's training--lack of ability to react quickly and correctly to changes that take shape in the air situation, a lack of firm habits of helicopter piloting under adverse conditions, and gaps in knowledge of the equipment. Danilov had more than once carried out controlled flights with his subordinate but had not taken the trouble to make a detailed analysis of his mistakes. Confining himself to general remarks, the element commander frequently concluded them with the good-humored phrase: "It is, in general, normal...." The data of objective monitoring testified that the quality of Antip'yev's flights was quite far from what was desired.

It would seem that such deficiencies in organization of the training process should have disconcerted squadron commander Maj V. Gryzunov, his deputy for political affairs Capt A. Stankevich, and the party organization. But what happened? The squadron commander sometimes did not consider it necessary to be present at element training sessions and tried to dodge monitoring of the quality of preliminary training and preflight training. Low exactingness toward himself and his subordinates led to certain element commanders not taking the trouble to do painstaking work in teaching crews, and exercises with personnel frequently were conducted at a low procedural and organizational level. That same Danilov, for example, confined himself just to reminders about the need to act skillfully in the air, but he did not actually teach this art to the pilots.

And here is the result. In the squadron that Maj V. Gryzunov commands, Capt V. Reznov three times took the test for clearance for flights and each time his professional training was found to be unsatisfactory. For more than half a year, the services in this subunit could not obtain clearance for senior aviation-equipment mechanic land-based Warrant Officer V. Pyatlin to carry out his obligations. During final checks, Capt V. Malygin, Lt A. Oreshin and certain other officers did not at all shine with knowledge about the potential of military aircraft. Does this not testify to serious omissions in individual work with aviators? Do high overall indicators come out of the blue?

It seems that it is not entirely accidental that it was not possible during the competition to bring into action all the reserves for mobilizing the soldiers for unconditional fulfillment of commitments. One of them is the generalization and introduction of advanced experience. One would not have to look far, as they say. The good name of the neighboring squadron that Maj V. Chemeris commands was confirmed long ago. (Incidentally, it completed the training year with the overall **result** of "excellent.") So it was up to Maj Gryzunov's subordinates to study what the socialist competition leaders did, such as popularization of the training of those rated excellent and the propagation and introduction of their experience. It is just this that raises people's feeling of personal responsibility and helps them to improve their mastery of military affairs.

During one tactical flight exercise, the helicopter crew under the command of Maj V. Pozdeyev distinguished itself. It was able under adverse conditions to carry out the assigned mission. The fleet commander noted the precision and use of initiative in the officers' actions. And as soon as the crew returned to the airfield, party activists issued a special leaflet with the story about those who had excelled. Along with this, officer Pozdeyev shared his experiences with the helicopter commanders and told in detail about the peculiarities of piloting the aircraft while carrying out a flight mission in a situation close to that of combat. Need it be said what a great role all this played in the education of the subunit's personnel?

In the squadron that Maj V. Chemeris commands, they quickly respond to all training-procedures innovations, they study deeply both the experience of the best and the causes of irritating disruptions that occur. In so doing, the center of attention of the commander, the political worker and the party organization is the man. It has long been the norm here to view the collective's achievements as the sum of the successes of each. But then, when we were interested in the extent to which Maj Gryzunov borrows from the experience of the advanced subunit, we hear the fairly categorical answer of Valentin Andreyevich: "He does not come to us...."

So passive a posture of a communist supervisor was well-known to the regiment's party committee members, but a searching evaluation was not made. As a result, Comrade Gryzunov not only did not show proper interest in the undoubtedly valuable experience of his neighbor, but he also, as an organizer of socialist competition, had neglected this important area of work. How the officers carry out their obligations for competition, who goes forward, and who lags--some were not interested enough in this. The successes of various aviators were determined "by eyeball," without a comprehensive consideration of all their qualities and achievements. Thus, Maj F. Burlev, who had compromised himself through faulty conduct, was named among the "right-flankers."

Incidentally, certain other officers also were not distinguished by a high state of discipline. And what else? Instead of taking all measures to bring the proper regulation procedure, the regiment...covered up a third of the misdemeanors. Obviously, they wanted very much to present the state of affairs in the collective in an optimistic light. The eyewash did not lead to any good.

Right now the regiment is analyzing the causes of the derelictions more on the basis of principles, but it is early yet to speak about positive shifts. One thing is clear: it is necessary to improve the work style and to pay the most tireless attention to raising the personal responsibility of each aviator for the fulfillment of his military duty and of his obligations for the competition.

Navigators' Additional Duties

Moscow KRASNAYA ZVEZDA in Russian 28 Nov 80 p 2

[Article by Sr Lt A. Bandorin, officer in charge of the electronic navigation group of the BPK [large ASW ship] "Admiral Makarov": "Purely Navigational Work"]

[Text] "Bandorin! Again your sailor is strutting around in dirty work clothes!"

It was something like this that the executive officer greeted me with during the morning meeting. The third week of my service as officer in charge of the electronic navigation group on the ship had gone by. These three weeks were enough to experience the bitter taste of doubts. Am I completely a navigator? Do the concepts "dirty work clothes" and "navigation," which are born, figuratively speaking, in opposite worlds, come in contact with each other?

Now, some years have gone by, the disquiet and agitation of that time, when the omniscient and extremely self-assured cadet is transformed into an inexperienced and, at times, dismayed lieutenant, seem naive. But I do not hasten to grin at my young colleagues, who at times shrink from tasks that are simple for many. Yes, and, frankly speaking, when you ask yourself this very question: "Just what is a ship's navigator, and will you finally become one?"--then you do not have the desired determination.

But there had been determination and the truth of a somewhat different scheme. They existed in the years spent behind school walls. Then we knew firmly: a navigator is the only man in the crew who knows at every instant during sailing the precise position of the ship at sea. In order that the navigator might know the ship's position, centuries were invested in developing and building up navigation, geography, nautical astronomy, hydrography, hydrometeorology, cartography, and a multitude of other sciences. It was for this that we learned formulas by heart and memorized calculating procedures.

Do you blame the school for the fact that it was just questions of navigational theory and practice, just problems of ship navigation that were first priority, and our notion about the profession was formulated primarily under their influence? The fact that the instructors did not direct our attention persistently enough to the other concerns that the officer navigator inevitably encounters when he just arrives on the ship for the execution of responsibilities? These are complicated questions and the answer to them is not unambiguous.

Without a fundamental training in navigation, it is unthinkable to find oneself in the navigator's profession. And the policy of installing in the cadet a pride in the profession and a love for its history and jealousy for its prestige is completely justified, it seems to me. And these are high feelings that youth has built up, and, best of all, it fosters romanticism. Unfortunately, this concept is being compromised by its detachment from daily concerns and, at times, severe workdays. In essence it is romanticism, a romantic, if you will, view of life and the work you do, and it is natural, and, moreover, it is inherent in most of us for the rest of our life and to refuse it is an irreplaceable loss.

It is another matter to understand in time that a lofty love for the profession is not enough to make one a professional.

It stands to reason that there is no navigator who would not consider navigational support of the ship's voyage his vital and primary jobs. But only practice brings the actual content of the concept of "navigational support" and its components into the deep consciousness of the navigator. All of us, when coming to the fleet tried to work with a map, to do the usual things--lay the course, determine position and calculate the ship's maneuvering. In other words, we were striving for "purely navigational work." But meanwhile the service requires that the lion's share of time and the most effort be devoted to maintaining the routine and to

operating the equipment. It is possible to become "excellent" right away at laying a course. But here the successes are not noticed: who is surprised that the gyrocompass works? And who knows how much work has to be done to maintain complicated equipment in constant readiness for operation? When an instrument works reliably, no one notices this, but if it coughs they see it at once.

And if we pose ourselves the question: "What is a navigator on a modern ship?" then the answer should include the engineering component. It is not for nothing that navy navigators receive the diploma of a military engineer. During autonomous oceanic navigation, the navigation equipment provides information for tens of customers. The effectiveness of on-board weaponry and the ship's capability for mutual operations with other forces depend directly upon the reliability of operation of this equipment. Meanwhile, the equipment is operated at times under the most adverse and sharply changing conditions—from arctic to tropic operation. Many weeks during a cruise the base is far away, and that means the level of engineering support for operation of the equipment is, most often, the level of your personal engineering training.

There is so much that enters unfailingly into the answer even of such an item as tactical training. The navigator is the first advisor to the ship's commander in dueling or searching situations and while making decisions to maneuver and to use the weaponry. Unfortunately, it happens that when the commander does not completely trust the navigator's recommendations, he duplicates or rechecks his work. This is irritating to both of them and disturbs the coordination of the actions of other elements of the ship's control. And the factor that most often leads to such superimpositions is rooted in inadequate tactical training of the navigator. Experience requires that its level be maximally close to the tactical training of the commander of the ship. This means that the navigator is obligated to have a personal plan for tactical exercises, for the amount of this knowledge that is adequate for other ship officers is simply too little for the navigator.

The navigator on a ship is not a solitary specialist. He is in charge first of a group and then of a department. This means that he is obligated to master the art of teaching and educating. Some lieutenants at first psychologically perceive this obligation as an outside workload. I myself also viewed this as a plague when I tried to separate, as if they were opposite worlds, questions of precise navigation and a sailor's work clothes. That same navigational support to the ship's sailing, which is so dear to the navigator's heart, is the business of the whole BCH-1 collective, not just of the officer in charge. And you arrive at such truths through experience.

As soon as the talk turns to work with people, I turn to the topic of competition. We are still discussing formalism in the organization of competition, but who, if not you yourself, should breathe a living spirit into this matter? A simple example. Everywhere, helmsmen take responsibility for precision in holding the ship on course, but frequently fulfillment of this obligation is checked visually. Meanwhile, there is an objective and incorruptible monitor, which records all slips of the wheel—the course recorder. In order to obtain exhaustive data on the quality of conduct of the watch, it suffices for each shift of the watch to note on the course recorder's tape who was at the wheel. It is difficult for me now even to imagine how one can get along without the course-recorder tape in summing up results and determining leaders in the competition among helmsmen—but indeed, in my first year as a lieutenant, the competition and the course-recorder tape also

existed, as far as I was concerned, in different worlds. Possibly the thought that the organization of competition was only a makeweight, a load on the purely navigational task, was the cause....

After reviewing again everything that was said above, I observed that I had hurried to transfer from questions to answers. From this there arises a perception that life easily and rapidly puts answers at our disposal. And also the feeling that I had gotten ahead of myself.

Of course, this is not in accord with the facts. And the facts say that it is impossible for the young navigator to hold a true course without the help of older, experienced comrades. Aside from the commander of the ship, Capt 3d Rank S. Khuchay, all those who have returned from long-range voyages on the seaways have taught and are still teaching me the navigator's intellect. They bring to our navigator's circle—both as stories and as demonstrations of experience—questions, ideas, incidents and even legends, which at times are truer than the records.

I will cite one here. A navigator had had the bad luck to anger the ship's captain. The latter, in a fit of temper, sent the navigator out of the pilot house and continued to steer the ship. The maneuvering was being done in deep water, but not far from shore. Carried away, the commander forgot that there was no navigator on the bridge and in a little while asked for data about the situation. The navigator reported that 1½ minutes of travel remained before an underwater rock ridge would be encountered. He recommended a certain course.

The commander ordered the new course to be laid and then remembered that there was no navigator on the bridge, and the latter appeared, unauthorized, at that moment. How did he know the ship's position? The latter answered: "I was working in the spare deckhouse all this time, comrade commander."

What is this simple story all about? About the fact, in my opinion, that the business, for the sake of which we have come to the ship, requires us to be above bearing a grudge under any circumstances.

Basic Training for Specialists

Moscow KRASNAYA ZVEZDA in Russian 29 Nov 80 p 2

[Article by Capt 1st Rank G. Veledeyev: "The Policy Has Been Set by Regulations"]

[Text] "To the flag...attention!"

Bells are struck and the band plays. The white and blue panel with the red star, hammer and sickle is raised upward on the flagpole on halyards.

This is occurring, however, not on a ship but on shore, in a training subunit. But since our school is training specialists for ships, they must be taught from the first step, in every possible way, the features of their future service aboard ship. This is why we introduced the ritual of raising the navy flag.

At one time there were doubts: in a training subunit, is it necessary to copy the ship? But now no one any longer imagines the life and training of students without

numerous attributes of shipboard living. The naval code is in operation, there being commands just like aboard ship, and bells give warnings. The lexicon also is shiplike: the bell, for example, is called the "noon bell," and a stairway is called a "ladder." The attributes of future shipboard living are aimed at shaping and preparing the psyche of the student. But we see the main task as seeing to it that life according to military regulations, including the Navy Shipboard Regulations, becomes a natural condition and is recognized as a necessity by every young sailor.

We will not simplify. The regimented style of life, the uncompromising exactingness of commanders, is at first perceived by some students as somewhat extreme. It is recalled how student V. Masekhovich was completely lost the first week. His parents came. "Serve well, Volodya, make an effort, and then thank the officers in charge," said the student's mother. Then Vladimir Masekhovich, to whom political worker Capt 3d Rank A Burakov had devoted much attention, became an "excellent" student. And he explained that it was difficult until he understood that the regulations are wise and have concern for the serviceman.

The training subunit, like the subsequent shipboard service, educates not only a future specialist but also an ideologically and morally mature builder and defender of communist society. We, the instructors, also remember this exactly. This is why we consider that, however difficult for the young warrior at first, it is impossible to simplify anything in observing the regulations.

The shortest path to this goal is the example of the officers in charge and the regulation organization of all life in the subunit. Habits of order, precision and self-discipline in everything and a conscious state of discipline are developed. The students can often be heard to say: "At first, I went to the morning drills as if to torture, but now I can no longer do without it; I love the 'muscular well-being'." In such cases the officers answer: "Observe and you will see that all the requirements of the regulations are aimed at your own good. Indeed, is it not nice to have a good bearing and a youthful, dashing appearance and to be cheery and assured in your training as a fighter?"

Of course, much depends upon the skill of the officers, warrant officers and petty officers in using the regulations and upon their pedagogical tact. Not so long ago there came to the chast' [unit] worried letters from the parents of two students: they said their sons had complained about the strictness of the service. We made an inquiry. It was explained that the students had made remarks about the service. Were they correct in point of fact? Undoubtedly! But the form of manifestation of the supervisory exactingness of petty officers V. Okunev and S. Mironenko proved to have serious flaws. "Why not criticize these students severely," the petty officers said, to justify a severe blow-up. "They're mollycoddles, you see, they cringe under difficulties." A detailed investigation of this situation among the young petty officers in charge was good both for those who had made mistakes and those who were supposed to caution the petty officers.

Strictness and exactingness are obligatory, but there should also be, figuratively speaking, a sophistication of strictness that considers the finest psychological nuances.

Somehow, a recruit, after doing some cleaning up, had left a rim of water right at the door. A warrant officer, hurrying about his business, had stepped into the

water with his boots. He blew his top and shouted without restraint at the student and sent him to report to the officer in charge. The officer reassured the sailor, saying that misunderstandings in life happen to everyone and pointed out to the warrant officer his lack of restraint and lack of humor. Or take this example. Once before the start of an inspection, it was reported to the officer in charge that student N. became so frightened while waiting for the admiral that he could stand at attention only with difficulty. It turned out that certain other students also were agitated excessively. "The one who is afraid to take the examination is the one who isn't ready," the officer in charge told them. "But you are ready!" The men calmed down. They passed the inspection in ranks successfully.

Each of the inductees had been living his own way for 18 years, and each evening he had his own living conditions and environment. In order to lean on what is best that is incorporated in the youth prior to his service and to neutralize his worst inclinations, it is useful to know not simply the biography but also the details of life of the student prior to call-up. This will help in refraining from hasty evaluations. Major measures are not always required for acquaintance--more important is an interest in and daily attention to people.

One student, after sweeping the yard, carried the trash into the quarters and dumped it into a trash can. "At home, do you carry the trash from the street into your apartment?" asked a warrant officer. "Not at all," answered the sailor. "I simply had never swept up before." That's the way it is. An episode, a reply, and it explains the situation and conduct of a person as well as a confession.

In school our political-education work has been adjusted to the maximum to the characteristics of the recruit body, and the individual approach to the man is the basis for it. Without touching upon comprehensive questions about the forms and methods of this work, I will note just one thing: we welcome the creative approach but we do not consider the mandatory introduction of innovations into everything to be an end in itself. In summing up the results of comprehensive checks of the company and platoons, we see whether we have managed here to teach the students regulation procedure, military ceremonies, and a sophisticated environment and living conditions, with the help of tradition.

Education in traditions, it seems to us, is not only an acquaintance with heroic navy and meetings with veterans, although we pay much attention to these in the school. Bright topical evenings and meetings with Hero of the Soviet Union pilot M. Sukhanov and many other front-line veterans were recalled. Traditions--these are the best things, the stable norms, criteria and customs that prevail in the unit.

For example, one of them: to prepare quarters and classes and the whole training-aids base in exemplary fashion before each training cycle. This work is in full swing at the feverish time of the graduation examinations. The recruits find clean premises, precisely made beds, and excellent living rooms and study halls, and the mandates or the students of the older levy--to look after the honor of the school--are persistently studied.

Our school has for many years borne the title "excellent," and it is in first place in combat and political training among training subunits of the Leningrad Naval Base. We hold first place in mass sports work and hold the pennant for the best military garrison. Many of the school's officers and warrant officers have

been awarded orders and medals for successes in the service. For years the school has not had any major offenses. But our main joy is the model service of the school's pupils aboard ship.

Our students do not forget the school. Not so long ago, for example, Sailor S. Pishchik and V. Silkin called. They conversed with the youth, and told them that the department manned by the school's graduates is the best aboard ship. We took advantage of the arrival of this ship, visited there with the young students, and conducted exercises directly on the ship's equipment.

I would like to emphasize especially here that the regulation procedure is stronger and the service works better if not only the officers in charge but also the students themselves are supportive of order. Therefore, we discuss broadly the questions that touch upon the whole military collective. The students themselves often suggest how to improve conditions for exercises in sport, how to renovate the information-logic scheme in classes, and how to rebuild the sailor's tearoom.

For example, a suggestion to establish in the companies a challenge pennant, "Best Student,"--to be the winner of the competition for the week--turned out to be very useful. The first to whom the pennant was awarded was Student A. Buryakov, from the platoon commanded by Warrant Officer A. Sych. Then student S. Isakov, from the platoon under Lt A. Pastushen', won the prize. A struggle flared up to hold the prize for several weeks in succession.

The regulations are a powerful tool of education, for raising military and moral hardening in the young sailors. The extent to which we fully realize the rich potentials for developing in the warriors discipline and an active life attitude depends upon us, ourselves, and upon our skill.

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MOSCOW MD: TRAINING AND RELATED ACTIVITIES

Moscow SOVETSKIY VOIN in Russian No 22, Nov 80 signed to press 27 Oct 80 pp 2-3

[Article by Arm Gen V. L. Govorov, CIC of Order of Lenin Moscow Military District: "The Soldier's Combat Readiness"]

[Text] Combat readiness! This concept takes on visible outlines in a soldier's awareness in the very first classes, when commanders and political workers tell him that today the young soldiers of the 1980's have been given the honorable right to join the formation of defenders of the socialist homeland. Combat readiness is a special condition of a soldier and of his heart and mind. An assembly or alert signal cannot be a surprise. Every day and every hour a soldier lives with concern and responsibility for the fate of his beloved Motherland and her future; he lives in constant readiness to give a rebuff to the black forces should they unleash aggression against the Land of Soviets and countries of the socialist community.

Combat readiness... It always means vigilance and composure. Recall the words of our leader, V. I. Lenin: "...Whoever forgets about the danger constantly threatening us, which will not cease so long as world imperialism exists, whoever forgets this will forget about our working republic."

We now stand on guard over peace shoulder to shoulder with fraternal countries and their armed defenders. The correlation of forces has changed sharply in favor of world socialism, but it continues to be no simple matter for us to arrive at our cherished dream of a communist society. Reactionary circles of imperialist powers, and the United States of America above all, supported by the hegemonic aspirations of Peking's rulers, are doing everything to halt our forward movement. There can be no doubt that imperialism would have ignited the flame of a third world war long ago had not the high defensive capability of countries of the socialist community been assured and had not the Soviet Armed Forces and the forces of its allies--the law of whom has been, is and will be combat readiness at the highest limit--stood in the path of the warmongers.

Just what is combat readiness in fact? I will explain in an example...

A field fire exercise was being held in the guards motorized rifle regiment. It was a difficult and uncommon exercise. First echelon infantry fighting vehicles were moving in an extended line following the tanks and behind bursts of artillery rounds. You will have to agree that this in itself causes no small amount of

psychological stress. In these intense moments the motorized riflemen had to conduct fire duels against the "enemy," anticipate the opposing side in firing and hit targets at extreme ranges. In addition, the practice battle was taking place under conditions of low temperatures and the training area abounded in numerous crafty traps covered with snow. In short, conditions in this exercise approximated front-line conditions to the maximum without any allowances.

Nevertheless, the soldiers withstood the test. There was not a one who would have wavered or vacillated. Isn't this an indicator of the high level of combat readiness of unit personnel?

Well then, what are the components of combat readiness? It is the profound communist conviction of each soldier and his utter devotion to the cause of the party and people. It is firm military discipline. It is high military proficiency and firm physical conditioning. The Communist Party and Soviet government are doing everything to see that the Army and Navy are outfitted with the most up-to-date weapons and combat equipment. But any equipment is dead without people, and so combat readiness is inconceivable without keeping this equipment and these weapons in a serviceable condition, and without each specialist's detailed knowledge and confident mastery of them. Combat readiness is determined by the level of the command cadres' military and special training and their ability to command and control capably. But no matter how bold or tactically competent a commander may be, he will not win a battle if his subordinates are uncontrollable.

It is easy to discern from what has been said that combat readiness is a complex, capacious concept where all elements are interconnected, interdependent and inseparable.

Ideological conditioning, a Marxist-Leninist outlook which is embodied in flesh and blood, and a distinct understanding of the purpose of military labor represent the foundation of a soldier's combat readiness.

Today a soldier receives much information and his general educational level is high, but it is not enough to obtain knowledge or to understand what you have been told. It is for this reason that ideological conditioning is called conditioning, for the fact that political knowledge has passed through your heart, has become conviction and has become alloyed with the cause which you are called upon to serve. Such an alloy is stronger than any steel. No enemy will penetrate such a bastion of ideological conviction.

A most important factor of combat readiness is firm, conscious military discipline, which permeates the entire Armed Forces from top to bottom. Vladimir Il'ich Lenin appealed for carrying out all laws on the Red Army and all orders and for maintaining discipline in it in every possible way not out of fear, but out of conscience. Military regulations are the chief textbooks for every soldier and seaman. Learn to understand in detail the significance of each article of the regulations, because they present in a concentrated form the party and government's demands on the armed defenders of the homeland and because they have absorbed all the experience of battles and engagements.

A soldier becomes a soldier only when he has mastered the discipline of combat and combat watch fully and when he understands with his mind, heart and his entire being

that he is like a cartridge in a magazine. With the present-day crew-served weapons, any deviation from the norm or imprecisely fulfilled command may stop or delay a missile at the launch or place a fighting vehicle or the entire subunit under an enemy attack. Targets appeared in one field fire exercise involving a tank battalion, and concerted fire was opened up on them. For some reason only one tank gun was silent. When the signal was given to cease fire it suddenly blazed out with a round, a very crude violation of safety precautions. An investigation was made and it was learned that the firing had been delayed because the rounds had been in a lubricant. Neither tank commander Jr Sgt V. Mironov nor gunner Pvt K. Tokayev nor the loader had concerned themselves with preparing the ammunition. Imagine the consequences to which such lack of discipline would have led in actual combat. Their unfired rounds meant enemy tanks penetrating our combat formations, the death of comrades who didn't expect that a friend's shoulder would prove so unreliable and, in the final account, it meant disruption of the entire subunit's combat mission.

The entire tenor of Army life develops combat readiness in a soldier. You stand guard service, you are a barracks orderly or you stand combat watch--responsibility is placed on you everywhere. Imagine: It is night and your combat comrades are sleeping. A wide-awake internal detail is at its places. It has to receive the first signal, make it known to everyone and have precise knowledge of its actions until the commanders' arrival. In these minutes combat readiness is in its hands.

Combat readiness always is manifested in military proficiency. Air defense guardsmen N. Averin and V. Luchkov were fighting the air "enemy" in one tactical field fire exercise. The entire fight lasted literally a matter of seconds, but military proficiency was fully manifested in these instants. Both persons' expenditure of missiles for destruction was minimal--one each. Averin hit an "enemy aircraft" and Luchkov hit a "helicopter at low altitude." It might appear at first glance that the shoulder-fired SAM gunners were acting only for themselves, and at first glance their weapon is an individual weapon not connected with the actions of a team or crew.

But is this so? For they were screening attacking subunits faced with the mission of penetrating "enemy" defenses from the line of march, defenses well prepared and saturated in the antitank sense. The motorized riflemen and tankers were able to perform this mission in part also because they suffered no losses up to the line of departure. But had the first gunner not knocked down the "aircraft" then how many fighting vehicles would that aircraft have been able to "destroy" before the beginning of the attack? We know how effective fire from fire support helicopters is against tanks and IFV's [infantry fighting vehicles] and so the second gunner also greatly contributed to the fact that no breach was made in the attackers' combat formation. The gunners' actions thus intertwined with the actions of all attacking subunits and became part of the overall mission accomplishment. It is especially important in modern warfare that each person be able to coordinate with others, that no one be out of tune but, as in a well coordinated orchestra, hold his note confidently and precisely while conforming with the entire collective's actions. One cannot help but recall here the instructions of USSR Minister of Defense Mar SU D. F. Ustinov, who said in speaking to the Taman' guardsmen: "We, comrades, are great enthusiasts. But enthusiasm alone is not enough for accomplishing major, responsible missions. It must be embodied in our practical deeds and in the ability to master weapons so that each bullet, projectile, bomb or missile hits the target and so that the enemy is destroyed with the first round, missile launch or bomb strike.

Otherwise he will finish you off himself. In short, you must prepare yourselves thoroughly for defending the Motherland and must be in constant combat readiness."

Socialist competition plays an enormous role in the struggle for high proficiency. It assumed new scope in honor of the 26th congress of the native party. Many initiatives were born aimed at increasing combat readiness. Here are a few of them: "We will greet the 26th congress in the formation of outstanding," "The foremost division begins with me," "Not one laggard nearby," "At night by daytime norms" and so on.

As noted at the October 1980 CPSU CC Plenum, "socialist competition now is broadening everywhere in the country for a successful conclusion to the 10th Five-Year Plan and for a worthy greeting to the 26th party congress."

Army party and Komsomol members are in step with the entire country. They are setting the example of persistent struggle for fulfilling pregress pledges.

In speaking of a soldier's combat readiness, we also assume his ability to replace the commander in battle. That happened more than once during the war, and it happens now in exercises. During days of peacetime training we have to attempt to learn duties a level higher and to display initiative.

It should not be forgotten that a commander's decision is good when it is executed precisely, and the soldier is the chief executor of a decision. The commander's arrow on a map always assumes a soldier's ability to be controllable and industrious, to have initiative and to be responsible for his maneuver in all cases.

I recall the following incident. A tank subunit was preparing for an attack and the time had been set for its beginning, but the senior chief learned of an "enemy" regrouping being prepared. It was decided to move the attack to a somewhat earlier time than had been planned. The tank subunit commander was supposed to receive this information, but a communicator was inattentive and wrote down the signal incorrectly. As a result the subunit delayed in beginning the attack. The "enemy" managed to regroup, reinforced his defenses with weapons and greeted the attackers with such dense fire that there was no longer any thought of success.

What was the primary cause for the disrupted attack? Unquestionably, the soldier's mistake. But what if such a thing had happened in actual combat? The point of the arrow, carefully planned and drawn on the map by the commander, would have been blunted!

I would like to mention the soldier-driver. Our Army now is practically entirely on wheels and tracks. This means swiftness of marches and attacks and the need to value each second. If you anticipate, you win! But could you really win if a driver is not trained or if his vehicle stops now and then in a march? For he is not alone in the vehicle; there are his comrades—the team and squad—as well. Today one negligent driver dooms an entire group of soldiers to inactivity and nonparticipation in combat, or even such a formidable weapon as a missile launcher or a tank. This must be remembered constantly. The complex military mechanism must function precisely, smoothly and reliably, and the basis for these vital qualities is the high combat readiness of each person individually and of everyone together. Just as individual brooks enter small rivers, and those in turn form larger rivers, and as

lakes and seas form, so it is in military life: Outstanding soldiers will make up an outstanding platoon, and that in turn a company and so on and so on.

I will give an example to confirm what has been said. The motorized rifle company of Gds Sr Lt I. Isayev demonstrated outstanding results in recent final problems. Other subunits functioned successfully next to it. This company contributed to the fact that the motorized rifle battalion commanded by Gds Capt A. Komyak, which previously had been foremost in everything, reaffirmed its leadership and its high successes in combat training. And by this very fact the battalion made a tangible contribution to the high combat readiness and cohesiveness of the guards motorized rifle regiment commanded by Gds Lt Col Yu. Chayko, who recently was advanced in position. Had any element of this regiment--a company or battalion--let down, the difficult missions of the fall inspection would not have been accomplished with an overall high grade. But there was no breakdown, and this was not by chance. Each soldier (I emphasize each soldier) in the regiment understands his responsibility and attempts to accomplish the missions assigned to him and the subunit for a grade of "outstanding."

And for this reason the regiment rightly is the best and foremost in our Order of Lenin Moscow Military District. It heads competition for a worthy greeting to the 26th congress of our party.

All of us must remember well and carry out the instructions of Leonid Il'ich Brezhnev: "The Soviet Armed Forces as a whole, each combined unit and each military unit must constantly be in a state of readiness that precludes the slightest opportunity for an aggressor to catch us unawares. You as military people realize that troop combat readiness focuses enormous efforts and material expenditures of the people for outfitting the Armed Forces; the awareness, combat schooling and discipline of all personnel; the art of command personnel in command and control, and much more. In the final account it is the crown of troop combat proficiency in peacetime and the key to victory in war."

In conclusion I would like each of you to ask yourselves mentally, as it were, whether or not you have done everything today for your high combat readiness and for the high combat readiness of your subunit or unit.

And if you answer: "I have done and am doing everything. I am stronger today than yesterday and tomorrow I will be stronger than today"--that answer will be the best gift to the Army and people in honor of the 26th congress of our native Leninist Party.

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